

## AGENDA

### DEPARTMENT OF TRANSPORTATION

#### TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: June 9, 2004 – North Central Conference Room,  
4<sup>th</sup> Floor, Treasury Building, 3:30 PM  
State Administrative Board Meeting: June 15, 2004 - 1921 Department of Conservation Room,  
7<sup>th</sup> Floor, Mason Building, 11:00 AM

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### SUBCONTRACTS

1. **D & D Contracting, Inc.**      **AMZ Seal Coat Patching**      **\$35,250**  
**P.O. Box 55**  
**Grawn, MI 49637**

Approval is requested to authorize the Mecosta County Road Commission to award a subcontract for AMZ seal coat patching on US-131 in Mecosta County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** The contract provides for AMZ seal coat patching on various exits of US-131 in Mecosta County where there is damaged, recessed, and severely cracked pavement.

**Benefit:** The current pavement at this location is deteriorating. The contract provides for safer highways for the traveling public and will help to reduce winter maintenance costs.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

**Risk Assessment:** The road surfaces in these areas are deteriorating. This work will make the road smoother and safer for motorists. If the work is not performed, the roadway could become hazardous for the traveling public.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**New Project Identification:** This is routine maintenance.

**Zip Code:** 49637.

2. **Radle Construction Company**      **Curb Removal &**      **\$33,150**  
**1405 190<sup>th</sup> Avenue**      **Replacement**  
**Morley, MI 49336**

Approval is requested to authorize the Montcalm County Road Commission to award a subcontract for curb removal and replacement on M-66 within the Stanton city limits (between M-66 south and M-66 north) in Montcalm County. The project was advertised, and three bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** The contract provides for the labor, equipment, materials, and traffic control required to remove and replace the existing curb.

**Benefit:** The contract provides for safer highways for the traveling public.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

**Risk Assessment:** The curb needs to be removed and replaced to make the road surfaces in these areas safer. If the work is not performed, the roadway could become hazardous for the traveling public.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**New Project Identification:** This is routine maintenance.

**Zip Code:** 49336.

3. **D & D Contracting, Inc.      AMZ Seal Coat Patching      \$53,780**  
**P.O. Box 55**  
**Grawn, MI 49637**

Approval is requested to authorize the Montcalm County Road Commission to award a subcontract for AMZ seal coat patching on US-131 in Montcalm County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** The contract provides for AMZ seal coat patching on US-131, the ramps, and the rest area(s) in Montcalm County where there is damaged, recessed, and severely cracked pavement.

**Benefit:** The current pavement at this location is deteriorating. The contract provides for safer highways for the traveling public and will help to reduce winter maintenance costs.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

**Risk Assessment:** The road surfaces in these areas are deteriorating. This work will make the road smoother and safer for motorists. If the work is not performed, the roadway could become hazardous for the traveling public.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**New Project Identification:** This is routine maintenance.

**Zip Code:** 49637.

4. **Elmer's Crane and Dozer      Lane Widening & Paving      \$59,220.60**  
**P.O. Box 6150**  
**Traverse City, MI 49696-6150**

**Retroactive** approval is requested by the Grand Traverse County Road Commission for the widening of lanes and shoulders on M-72 near Williamsburg and the Turtle Creek Casino. This work was needed to improve safety for traffic turning at the Casino entrance and the nearby intersection of M-72 and Williamsburg Road. A subcontract for \$22,030.63 was entered into by Grand Traverse County for paving services on M-72 and approved by the State Administrative Board on November 7, 2000. Additional authorizations under \$20,000 each, totaling \$59,220.60 were not submitted for State Administrative Board approval because of the County's misunderstanding of procedures. The work began on August 20, 2000, and was completed on October 1, 2000. To correct this recently discovered error, we are seeking State Administrative Board approval for the additional amount of \$59,220.60. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** The contract provides for the widening of lanes and shoulders on M-72 near Williamsburg and the Turtle Creek Casino.

**Benefit:** The pavement at this location was unsafe. There were numerous complaints from the public, along with a fatality.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

**Risk Assessment:** The work needed to be done to prevent further accidents.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**New Project Identification:** This is routine maintenance.

**Zip Code:** 49696-6150.

5. **Elmer's Crane and Dozer      Milling & Paving      \$21,962.30**  
**P.O. Box 6150**  
**Traverse City, MI 49696-6150**

**Retroactive** approval is requested by the Grand Traverse County Road Commission for the repair of rough pavement and wheel rutting caused by heavy truck traffic at the intersection of US-31 north and M-72 in Acme Township, Grand Traverse County. During rain storms, water built up in these ruts, causing unsafe road conditions where vehicles could possibly hydroplane. To eliminate this safety hazard, a subcontract was written for the amount of \$19,125, for which region approval was required and received. Additional work was added to the contract in the amount of \$2,837.30 for further repair of road deterioration along M-72. The total contract amount was \$21,962.30, which exceeded the State Administrative Board threshold of \$20,000. Due to the County's misunderstanding of procedures relative to cost overruns, the County did not report the additional amount at the time of service. The work began and was completed on October 2, 2001. To correct this recently discovered error, we are seeking State Administrative Board approval for the total contract amount of \$21,962.30. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** The contract provided for the repair of rough pavement and wheel rutting caused by heavy truck traffic at the intersection of US-31 north and M-72 in Acme Township, Grand Traverse County.

**Benefit:** The pavement at this location was deteriorating. The contract provided for safer highways for the traveling public.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

**Risk Assessment:** The work needed to be done to prevent further accidents.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**New Project Identification:** This is routine maintenance.

**Zip Code:** 49696-6150.

6. **Elmer's Crane and Dozer      Lane Widening & Paving      \$4,804.35**  
**P.O. Box 6150**  
**Traverse City, MI 49696-6150**

**Retroactive** approval is requested by the Grand Traverse County Road Commission for the repair of wheel rutting on US-31 south. This work was needed to improve safety on approximately 5500 feet of roadway due to heavy truck traffic south of Traverse City. To eliminate this safety hazard, two subcontracts totaling \$59,220 were entered into and approved by the State Administrative Board on October 19, 1999. Additional milling in the amount of \$4,804.35 was needed to complete the work but was not submitted to the State Administrative Board due to the County's misunderstanding of the procedures for additional authorizations. The work began on August 20, 2000, and was completed on August 22, 2000. To correct this recently discovered error, we are seeking State Administrative Board approval for the additional amount of \$4,804.35. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** The contract provided for pavement repair for wheel rutting on US-31 south.

**Benefit:** The pavement at this location was unsafe. Work was completed to eliminate the unsafe road conditions.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

**Risk Assessment:** The work needed to be done to prevent unsafe road conditions for the traveling public.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**New Project Identification:** This is routine maintenance.

**Zip Code:** 49696-6150.

7. **J & J Contracting, Inc.      Guardrail Repair      \$36,200**  
**980 W. Buchanan Road**  
**Ithaca, MI 48847**

Approval is requested to authorize Clare County Road Commission to award a subcontract for guardrail repair and replacement services for damaged sections of guardrail on various sections of state trunkline routes in Clare County. The project was advertised, and three bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through December 31, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** The contract provides for the repair and replacement of damaged sections of guardrail on US-127 N.B. & S.B., US-10 W.B. & E.B, US-127BR, M-115, and M-61.

**Benefit:** The contract provides for safer highways for the traveling public.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

**Risk Assessment:** The guardrail needs to be removed and replaced in these areas to make the roads safer for the traveling public.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**New Project Identification:** This is routine maintenance.

**Zip Code:** 48847.

## CONTRACTS

8. HIGHWAYS (Real Estate) - Resolution "A" (Direct Sale to Local Municipality)  
Tract 458, Control Section 19033, Parcel 426, Part B

The subject tract is located in the township of DeWitt, Clinton County, Michigan, and contains approximately 11.05 acres. The tract was appraised by Thomas Urynowicz, University Region Property Analyst, on December 23, 2002, for the amount of \$72,000. The tract was approved for sale by James Simon, University Region Property Manager, on January 27, 2004, for the amount of \$72,000. The Township of DeWitt has submitted an "Application to Purchase and Agreement of Sale" to purchase the property for the approved market value. The township is obtaining a Michigan Department of Natural Resources (DNR) grant to purchase the property. The property will not be conveyed with a 10-year reversionary clause restricting the property to a public use because the DNR grant will not allow any reverters on property purchased with grant money. This property has been declared excess by the Bureau of Highways – Development.

\$72,000

**Purpose/Business Case:** MDOT disposes of excess property rights in order to return revenue funds to the state.  
**Benefit:** The sale of excess property rights generates revenue to the state and returns property to local tax rolls.  
**Funding Source:** The sale of excess property rights is revenue producing.  
**Commitment Level:** Excess property rights are appraised at fair market value or a standard processing fee.  
**Risk Assessment:** Disposal of excess property rights reduces property liability risks to the state. If excess property rights are not sold, the amount of revenue brought to the state is reduced.  
**Cost Reduction:** The state does not accept less than fair market value or the standard processing fee.  
**New Project Identification:** N/A  
**Zip Code:** 48820.

9. HIGHWAYS (Real Estate) - Resolution "B" (Direct Sale to Local Municipality)  
Tract 629, Control Section 73112, Parcel 5, Part A

The subject tract is located in the city of Zilwaukee, Saginaw County, Michigan, and contains approximately 8,505 square feet. The tract was appraised by Pat Gnotek, Bay Region Property Analyst, on March 19, 2004, for the amount of \$1,956. The tract was approved for sale by R. Michael Smith, Bay Region Property Manager, on March 19, 2004, for the amount of \$1,956. The subject tract is being conveyed with a 10-year reversionary clause restricting the property to a public use. The City of Zilwaukee has submitted an "Application to Purchase and Agreement of Sale" and a check in the amount of \$391, which represents a 20 percent bid deposit. This property has been declared excess by the Bureau of Highways – Development.

\$1,956

**Purpose/Business Case:** MDOT disposes of excess property rights in order to return revenue funds to the state.  
**Benefit:** The sale of excess property rights generates revenue to the state and returns property to local tax rolls.  
**Funding Source:** The sale of excess property rights is revenue producing.  
**Commitment Level:** Excess property rights are appraised at fair market value or a standard processing fee.  
**Risk Assessment:** Disposal of excess property rights reduces property liability risks to the state. If excess property rights are not sold, the amount of revenue brought to the state is reduced.  
**Cost Reduction:** The State does not accept less than fair market value or the standard processing fee.  
**New Project Identification:** N/A.  
**Zip Code:** 48604.

10. HIGHWAYS (Real Estate) - Resolution “C” (Relinquishment of Easement & Exchange)  
Tract 795, Control Section 41101A, Parcel 46, Part A, Parcel 47, Part A

The subject tract is located in the township of Cannon, Kent County, Michigan, and contains approximately 4,475 square feet. Tract easement rights are owned by the Michigan Department of Transportation (MDOT). Tract easement rights, previously granted to MDOT, are no longer required for highway purposes. The relinquishment was requested by Jeff and Ann Oom of Lakeside Car Company, the current underlying fee owner. Relinquishment processing fee of \$500 has been waived because MDOT will be granting the relinquishment in exchange for acquiring necessary right-of-way in fee. Relinquishment was approved by Patrick Scarlett, Excess Property Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area on May 11, 2004. This property has been declared excess by the Bureau of Highways – Development.

**Purpose/Business Care:** The purpose of excess property sale contracts is to dispose of state-owned excess property by sale to state agencies, local units of governments, or private parties. The sale of excess property or the exchange of excess property for other state needed real estate interests returns revenue to the state or minimizes capital outlay.  
**Benefit:** MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.  
**Funding Source:** N/A, revenue generating.  
**Commitment Level:** Excess property is appraised for value and minimum sale price or exchange value is based on that appraised value.  
**Risk Assessment:** If excess property is not sold, the amount of state revenue will be reduced.  
**Cost Reduction:** The state does not accept less than appraised value.  
**New Project Identification:** N/A.  
**Zip Code:** 49341.

11. \*HIGHWAYS – Increase Amount, Revise Scope

Amendatory Contract (2000-0060/A4) between MDOT and HNTB Michigan, Inc., will provide for a change in scope and will increase the contract amount by \$3,662,852.71. The change in scope will be for the deletion and addition of services due to the complete revision of the original design from the 1999 concept developed by MDOT and the Detroit International Bridge Company (DIBC). This amendment will address long-term congestion mitigation issues and provide direct access improvements between the Ambassador Bridge and the I-75 and I-96 freeways. The original contract provides for the design of I-75 and I-96 from south of West Grand Boulevard to the Conrail overpass (Ambassador Bridge Gateway Project) in Wayne County. The contract term remains unchanged, April 12, 2000, through December 31, 2005. The revised total contract amount will be \$16,503,894.90. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** Addition and deletion of services for the Ambassador Gateway Project is required due to the complete revision of the original design from the 1999 concept as developed by MDOT and the Detroit International Bridge Company (DIBC). Additional services include new right-of-way plans, new roadway plans for the mainline, ramps, service drives and local roads, new drainage system, design of new bridges including a cable-stay pedestrian bridge, new retaining walls and soundwalls, relocation of Detroit Public Lighting facilities and revised construction staging. Deleted services include some right-of-way tasks, design tasks for the originally proposed DIBC plaza areas and design of previously proposed bridges.

**Benefit:** The Ambassador Bridge/Gateway Project will address long-term congestion mitigation issues and provide direct access improvements between the Ambassador Bridge and the freeways I-75 and I-96. The project includes reconstruction of the I-75/I-96 mainline from south of Grand Boulevard to the existing Conrail bridge. The Ambassador Bridge is the busiest border crossing in North America. Trade over this facility is increasingly important to Michigan's and the entire nation's economy. Minimizing border crossing times and maximizing the predictability of these times is very important to industries on both sides of the border that rely on "just in time" deliveries. The proposed project will reduce cross-border travel times and increase their predictability. The value of the project and freeway connection to and from the Ambassador Bridge to local, state, and international trade is reflected in the three objectives that construction of the project will meet:

"Improve direct access between the Ambassador Bridge and the state trunkline system, including Clark and Fort Streets (M-85) and I-75 and I-96;

"Accommodate a potential future second span of the Bridge; and

"Accommodate access to a proposed welcome center at the U.S. entrance to the Bridge, to be developed as a separate project.

**Funding Source:** 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed, however the number of hours to perform this work has been estimated.

**Risk Assessment:** If the design does not continue, construction could not occur and the proposed Gateway project that includes a direct connection between the Ambassador Bridge and I-75/I-96 could not be completed which would then not meet one of the original project objectives. Also, there will be adverse impact on, and potential indefinite delay of Ambassador Bridge plaza expansion projects funded by the U.S. General Services Administration (\$25 million project), and by the DIBC (approximately \$30 million project); and indefinite delay of proposed plans for construction of a new border crossing proposed by the Detroit River Tunnel Partnership that would use ramp and service drive connections constructed by MDOT as part of the Gateway Project.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**New Project Identification:** This is a rehabilitation project.

**Zip Code:** 48209.

## 12. HIGHWAYS - Time Extension

Amendatory Contract (2002-0294/A3) between MDOT and HNTB Michigan, Inc., will extend the contract term by six months to provide for the continuation of construction engineering inspection services for the roads portion of this project. This no-cost time extension is being requested to allow time to gather information from prime and sub-contractors and complete the closeout process on this multi-year construction project with over 700 pay items. The original contract provides for construction oversight services for the bridge portion of I-75, from Goddard Road to the Rouge River in Wayne County (CS 82194 - JN 45699). The revised contract term will be February 20, 2002, through December 31, 2004. The total contract amount remains unchanged at \$4,345,155.40. Source of Funds: 90% Federal Highway Administration Funds, 8.75% State Restricted Trunkline Funds and 1.25% City of Detroit and City of Lincoln Park Act 51 Funds.

**Purpose/Business Case:** This contract is for the negotiated fees to perform construction inspection for the I-75 expressway reconstruction project. The project limits are along I-75 from Goddard to just north of the Rouge River Bridge. The project length is 4.680 miles and the existing pavement is in extremely poor condition. The existing roadway consists of six lanes (three lanes in each direction) and the project includes all the ramps and bridges within the project limits. This project is in the second year of reconstruction. The project is part of the 5 Year Plan.

**Benefit:** The approval of this contract will allow MDOT to meet its inspection obligations as required by the Federal Highway Administration. The approval of this addition to the contract will ensure that there is no break in inspection services for this project. This is an \$85,000,000 construction project, and as such, the closeout process is complicated and time-consuming due to the size of the project and number of pay items. There is no additional cost to MDOT associated with this time extension.

**Funding Source:** 90% Federal Highway Administration Funds, 8.75% State Restricted Trunkline Funds and 1.25% City of Detroit and City of Lincoln Park Act 51 Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** This is an ongoing construction project; therefore, not approving the additional contract for services will result in a lack of inspection services for this project. The MDOT office is unable to staff this project if the contract is not approved. Therefore, we would be at risk of losing federal funds.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**New Project Identification:** This is reconstruction of the existing road.

**Zip Code:** 48209.

13. HIGHWAYS - IDS Traffic and Safety Consultant Services

Authorization Revision (Z6/R1) under Contract (2002-0334) between MDOT and Tetra Tech MPS will provide for additional traffic and safety services assistance in the Grand Region on an as-needed basis and will increase the authorization amount by \$87,098.30. The original authorization provides for traffic and safety services assistance in the Grand Region on an as-needed basis for a total cost of \$110,449.70. Work items include providing all work related to the performance of various traffic engineering and/or technician duties. The term of the authorization remains unchanged, November 19, 2003, through April 16, 2005. The revised authorization amount will be \$197,548. The contract term is April 17, 2002, through April 16, 2005. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** This authorization revision is for additional as-needed traffic services assistance in the Grand Region. These services will support the delivery of MDOT's capital outlay programs in a timely manner. Increased emphasis on safety at all levels of MDOT operations has increased the need for additional resources in the area of traffic safety.

**Benefit:** The benefit is to assist the Grand Region traffic engineers to complete required tasks and duties.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The traffic resources within the Region are inadequate to complete the tasks necessary to support the construction program, capital preventative maintenance program, and the bridge program in a timely manner.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**New Project Identification:** This is not a new project.

**Zip Code:** 49504.



14. \*HIGHWAYS - Time Extension

**Retroactive** Amendatory Contract (2002-0482/A2) between MDOT and Alfred Benesch & Company will retroactively extend the contract term by approximately five months during which time additional design steps and review meetings were needed as required by the Federal Highway Administration for the complex design of the unique twin steel arch structures. The original contract expired on January 31, 2004. The continuation of work without a contract time extension was the result of an unintentional oversight by the project manager and the consultant. The original contract provides for the design of I-94 from US-24 to Pelham Road and for the design of US-12 from Ecorse Road to VanBorn Road in Wayne County. The revised contract term will be July 9, 2002, through June 30, 2004. The total contract amount remains unchanged at \$4,703,989.10. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Purpose/Business Case:** To retroactively extend the term of the contract to allow payment for services that were provided due to additional design steps and review meetings that the Federal Highway Administration required for the complex design of the unique twin steel arch structures. The original contract provides for the design of complete reconstruction of I-94 and US-24, interchange reconfiguration, drainage improvements, ITS replacement, signing, traffic signals, and eight bridges.

**Benefit:** By reconstructing these roadways and reconfiguring the interchange, safety will be improved in addition to providing a better ride for motorists. This project is part of the MDOT 5-Year Plan and the improvements are part of the Metro Region strategy for meeting pavement condition goals.

**Funding Source:** 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this project is not completed, safety would not improve and the existing pavement condition would continue to deteriorate, resulting in a poorer ride for motorists. If this project was not done, MDOT would be less likely to achieve its goal of having 85% of non-freeways in good or better condition by 2007.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**New Project Identification:** This is not a new project, it is for the rehabilitation of an existing roadway.

**Zip Code:** 48180.

15. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z19/R1) under Contract (2002-0496) between MDOT and Wade-Trim/Associates, Inc., will provide for additional design assistance during the construction of I-96, US-24, and Old M-14 in Wayne County (CS 82122 - JN 45705A) and will increase the authorization amount by \$26,588.49. The original authorization (Z19) provides for construction engineering services including problem solving, modifications of staging plans, plan revisions, and verifications of changes by the contractor. The term of the authorization remains unchanged, October 27, 2003, through June 5, 2005. The revised authorization amount will be \$180,382.42. The contract term is June 5, 2002, through June 5, 2005. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Purpose/Business Case:** To have design assistance during construction of I-96 by assisting in interpreting plans and problem-solving.

**Benefit:** To provide assistance to MDOT construction staff on the design plan during construction of the project.

**Funding Source:** 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The risk of not doing this work will be an increase in extras and overruns on the project. This work will allow for the designer to be available to answer questions on the plans prepared.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**New Project Identification:** This project is for design assistance during construction.

**Zip Code:** 48223.

16. HIGHWAYS - IDS University Research Services

Authorization (Z6) under Contract (2002-0532) between MDOT and Michigan State University will provide for research services to address the hypothesis that microbial communities contribute significantly to the deterioration of concrete roadways. The authorization will be in effect from date of award through one year. The authorization amount will be \$28,133. The contract term is from September 12, 2003, through April 21, 2007, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To investigate pavement deterioration due to microbial activity by addressing the hypothesis that microbial communities contribute significantly to the deterioration of concrete roadways.

**Benefit:** Feasibility of maintenance improvements for increasing useful pavement life.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Concrete pavement deterioration has been conventionally attributed to characteristics of the aggregate, mix design, and many other variables not including microbial activity. The detrimental effect of microbial activity in the concrete pavement environment, however, has received little attention. Some types of concrete deterioration display characteristics that appear to be due to some process other than those currently recognized. Discovery that microbial activity is the cause would lead to remediation of deterioration that could result in large cost savings and prevention of pavement deterioration that has not been correctly treated. Not completing this project could result in the continuing costs of improperly addressing a type of deterioration that does not respond to the present pavement restoration options.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**New Project Identification:** This is a new project.

**Zip Code:** 48824.

17. HIGHWAYS - IDS University Research Services

Authorization (Z6) under Contract (2003-0063) between MDOT and Michigan Technological University will provide for research services to develop a new test method for evaluating the moisture damage potential of Hot Mix Asphalt (HMA). The authorization will be in effect from the date of award through one year. The authorization amount will be \$27,200. The contract term is from September 12, 2003, through September 12, 2004, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** The purpose of this research project is to develop test methods and criteria to be implemented in MDOT specifications for assessing moisture susceptibility damage in HMA. Moisture susceptibility of HMA is a concern for MDOT because its effects can lead to premature pavement distress. The deliverables for this project will improve MDOT's existing methods of detecting HMA that is susceptible to moisture damage.

**Benefit:** The current specification, AASHTO T-283, used to identify HMA that is susceptible to moisture damage, has been found to be inadequate in national studies. This study will develop new standards for MDOT and improve the ability to identify HMA that is susceptible to moisture damage. This will translate into improved HMA durability and longer service life of Michigan roads.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The deterioration of HMA due to the detrimental influences of moisture is called stripping. Stripping produces a loss of strength through the weakening of the bond between the asphalt cement and the aggregate. This loss of strength can be sudden and catastrophic where the asphalt peels off the aggregate, the cohesion mixture is lost, and distresses such as rutting and shoving in the wheel path develop rapidly. This research will develop criteria and procedures for safeguarding against moisture susceptibility.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**New Project Identification:** This is a new research project.

**Zip Code:** 49931.

18. HIGHWAYS - IDS University Research Services

Authorization (Z7) under Contract (2003-0063) between MDOT and Michigan Technological University will provide for research services for determining the acceptance criteria of compacted Hot Mix Asphalt (HMA) bulk specific gravity based on vacuum sealed specimens. The authorization will be in effect from date of award through fifteen months. The authorization amount will be \$79,196.54. The contract term is from September 12, 2003, through September 12, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** The purpose of this research project is to determine how and when to use a vacuum sealing device (Corelok) when calculating air voids of a compacted HMA specimen. Acquiring proper air voids is paramount in creating a durable HMA pavement. The deliverable will be a draft specification for determining air voids using vacuum sealed HMA compacted specimens and a procedure for determining which HMA types require vacuum sealing.

**Benefit:** The benefit to MDOT will be the potential for a more precise method of determining the air voids in certain types of HMA. Achieving the necessary air voids will contribute to longer lasting pavements. In order to receive these benefits, research needs to be performed to determine the proper usage of the Corelok device.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The risk to MDOT is a reduction in service life in some HMA pavements. This loss of service life can occur from using inaccurate test methods and equipment when performing a volumetric analysis of HMA. The vacuum sealing system can potentially lessen the risk of an inaccurate bulk specific gravity determination in coarser HMA.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**New Project Identification:** This is a new research project.

**Zip Code:** 49931.

19. HIGHWAYS - IDS Design Consultant Services

Authorization (Z12) under Contract (2003-0073) between MDOT and Great Lakes Engineering Group, LLC, will provide for bridge safety inspection within the Bay Region in Genesee County. The work items include field inspection, administrative and inspection reporting and pre-inspection, and biweekly status and project closeout meetings. This authorization will be in effect from the date of award through November 20, 2005. The authorization amount will be \$135,083.71. The contract term is November 20, 2002, through November 20, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** This authorization will provide for bridge safety inspection within the Bay Region in Genesee County. The work items include field inspection, administrative and inspection reporting and pre-inspection, and biweekly status and project closeout meetings. This consultant is needed to complete the bridge inspection necessary to provide accurate information regarding the bridge conditions to meet FHWA regulations.

**Benefit:** The benefit of completing this project would be to meet the FHWA regulated inspection dates for in-service bridge structures within the Bay Region in Genesee County.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The risk related to not completing this project would be the inability to accurately evaluate the bridge conditions within the Bay Region.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**New Project Identification:** This scoping project is for the bridge inspection of existing bridges in the Bay Region in Genesee County.

**Zip Code:** 48601.

20. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z1/R3) under Contract (2003-0095) between MDOT and Mannik & Smith Group, Inc., will provide for additional design services to revise the hydraulic analysis and redesign nine culverts based on design changes requested by the Michigan Department of Environmental Quality (MDEQ) and the municipal utilities on US-24 from Luna Pier Road to Dunbar Road, Monroe County, and will increase the authorization by \$27,402.86. The original authorization (Z1) provides for the design of US-24, Luna Pier Road to Dunbar Road, LaSalle and Monroe Townships, Monroe County (CS 58052 - JN 53210C). The term of the authorization remains unchanged, January 28, 2003, through December 5, 2005. The revised authorization amount will be \$414,205.32. The contract term is December 5, 2002, through December 5, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** Additional design services to revise the hydraulic analysis and redesign nine culverts based on design changes requested by MDEQ and the municipal utilities.

**Benefit:** A smoother ride and improved drainage.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If we do not undertake this project, the road will need increased maintenance to keep it functioning.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**New Project Identification:** Rehabilitation of an existing roadway.

**Zip Code:** 48161.

21. HIGHWAYS - IDS Design Consultant Services

Authorization (Z9) under Contract (2003-0207) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for detailed beam end inspections for twenty-one bridges in the Metro Region (CS 84917 - JN 79150). The authorization will be in effect from the date of award through April 8, 2006. The authorization amount will be \$239,383.80. The contract term is April 8, 2003, through April 8, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** The purpose of this project is to inspect structures with steel beam ends within the Metro Region. This is an activity that should be performed when scheduled inspection data shows poor condition of the beam ends, and a detailed inspection is needed to further assess the condition. Once the condition is assessed, a report will be written to provide detailed descriptions of condition and prioritize repairs. Currently, regionwide and statewide resources are not available to perform this work.

**Benefit:** The benefit would be to provide a clear understanding of the condition of the structures in this project, and to determine rehabilitation options for the structures that are in need of immediate or future repairs. This will ensure the continued and future in-service safety of the structures in this project.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Many of these structures are in poor condition and are in need of inspection and rehabilitation. The final deliverables for this project will be the inspection and rehabilitation recommendation reports from which the Metro Region will know if the structure is in need of repair, and if in-service safety may be continued. If this project is not done at this time, the structures will continue to deteriorate, and future serviceability cannot be assured.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**New Project Identification:** This is a new inspection project on existing structures.

**Zip Code:** 48211.

22. HIGHWAYS - IDS Design Consultant Services

Authorization (Z11) under Contract (2003-0321) between MDOT and Tyme Engineering, Inc., will provide for bridge maintenance inspection services for the Metro Region (CS Various - JN 79149). The work items include detailed beam end inspections and repair recommendations. This authorization will be in effect from the date of award through June 5, 2006. The authorization amount will be \$171,060.30. The contract term is June 5, 2003, through June 5, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** The purpose of this project is to inspect bridge structures with steel beam ends within the Metro Region. This is an activity that should be performed when scheduled inspection data shows poor condition of the beam ends, calling for a detailed inspection to further assess the condition of the structure. Once the condition is assessed, a report is written providing detailed descriptions of condition and the repair recommendation. The final deliverables for this project will be the inspection and rehabilitation recommendation reports, from which the Metro Region will determine those structures in need of emergency repair, and will have a full assessment of the remaining life of the structures.

**Benefit:** The benefits include capturing a clear understanding of the condition of the structures in this project, and determining rehabilitation options for the structures that are in need of immediate or future repairs. This project will ensure the continued and future in-service safety of the structures in this project.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Many of the structures in this project are in very poor condition and in need of immediate inspection and rehabilitation. If this project is not done at this time, the structures will continue to deteriorate at an unknown rate, and future serviceability cannot be assured.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**New Project Identification:** This is a new inspection project on existing bridge structures.

**Zip Code:** 48075.

23. HIGHWAYS - IDS Design Consultant Services

Authorization (Z29) under Contract (2003-0520) between MDOT and URS Corporation Great Lakes will provide for the design of elements related to bridge reconstruction and rehabilitation of eleven structures over the M-10 freeway in the city of Detroit, Wayne County (CS 82112 - JN 59269C). The work items include performing design surveys, approach work, and preparing traffic maintenance plans. MDOT will perform the actual bridge designs. The authorization term will be in effect from the date of award through September 10, 2006. The authorization amount will be \$214,606.50. The contract term is September 10, 2003, through September 10, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** This authorization (Z29) provides for the design of elements related to bridge reconstruction and rehabilitation of eleven structures over the M-10 freeway in the city of Detroit, Wayne County. The work items include performing design surveys, approach work, and preparing traffic maintenance plans. MDOT will perform the actual bridge designs. The bridges are in extremely poor condition which will result in functional failure if not repaired or replaced immediately. The intent of this project is to preserve the life of the existing structures wherever possible, and to reconstruct portions of the structures where repair is not possible.

**Benefit:** The benefit of authorizing the design work now is that the bridges can be repaired or replaced as soon as possible. The bridges are structurally deteriorating, but the danger can be mitigated unless work is delayed.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The risk of not authorizing the design work now is that the design and all related elements will not be completed this year, thus delaying any action on the bridges. The bridges are structurally deteriorating, and the danger of continuing their use beyond 2006 will require more costly mitigation with higher risk and potentially permanent detours until construction can begin.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**New Project Identification:** This is a new inspection project on existing structures.

**Zip Code:** 48216.

24. HIGHWAYS - IDS Design Consultant Services

Authorization (Z30) under Contract (2003-0520) between MDOT and URS Corporation Great Lakes will provide for the design of elements related to bridge reconstruction and rehabilitation of fourteen structures both under and over the M-10 freeway in the city of Detroit, Wayne County (CS 82112 - JN 59271C). The work items include performing design surveys, approach work, and preparing traffic maintenance plans. MDOT will perform the actual bridge designs. The authorization term will be in effect from the date of award through September 10, 2006. The authorization amount will be \$103,646.53. The contract term is September 10, 2003, through September 10, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** This authorization (Z30) provides for the design of elements related to bridge reconstruction and rehabilitation of fourteen structures both under and over the M-10 freeway in the city of Detroit, Wayne County. The work items include performing design surveys, approach work, and preparing traffic maintenance plans. MDOT will perform the actual bridge designs. The bridges are in extremely poor condition which will result in functional failure if not repaired or replaced immediately. The intent of this project is to preserve the life of the existing structures wherever possible, and to reconstruct portions of the structures where repair is not possible.

**Benefit:** The benefit of authorizing the design work now is that the bridges can be repaired or replaced as soon as possible. The bridges are structurally deteriorating, but the danger can be mitigated unless work is delayed.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The risk of not authorizing the design work now is that the design and all related elements will not be completed this year, thus delaying any action on the bridges. The bridges are structurally deteriorating, and the danger of continuing their use beyond 2006 will require more costly mitigation with higher risk and potentially permanent detours until construction can begin.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**New Project Identification:** This is a new inspection project on existing structures.

**Zip Code:** 48216.

25. HIGHWAYS - IDS Design Consultant Services

Authorization (Z1) under Contract (2004-0104) between MDOT and NTH Consultants, Limited will provide for detailed beam end inspections for nineteen bridges in Oakland and Macomb Counties (CS 84917 - JN 79146). The authorization will be in effect from the date of award through February 23, 2007. The authorization amount will be \$120,921.99. The contract term is February 23, 2004, through February 23, 2007. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** The purpose of this project is to inspect structures with steel beam ends within the Metro Region. This is an activity that should be performed when scheduled inspection data shows poor condition of the beam ends, and a detailed inspection is needed to further assess the condition. Once the condition is assessed, a report will be written to provide detailed descriptions of condition and prioritize repairs. Currently, regionwide and statewide resources are not available to perform this work.

**Benefit:** The benefit would be to provide a clear understanding of the condition states of the structures in this project, and to determine rehabilitation options for the structures that are in need of immediate or future repairs. This will ensure the continued and future in-service safety of the structures in this project.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Many of these structures are in poor condition and are in need of inspection and rehabilitation. The final deliverables for this project will be the inspection and rehabilitation recommendation reports from which the Metro Region will know if the structure is in need of repair, and if in-service safety may be continued. If this project is not done at this time, the structures will continue to deteriorate, and future serviceability cannot be assured.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**New Project Identification:** New inspection/scoping project, JN 79146

**Zip Code:** 49606.

26. HIGHWAYS - IDS Engineering Services

Contract (2004-0298) between MDOT and Camp, Dresser and McKee will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

27. HIGHWAYS - IDS Engineering Services

Contract (2004-0308) between MDOT and The Corradino Group, P.S.C. will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

28. HIGHWAYS - IDS Engineering Services

Contract (2004-0310) between MDOT and Hamilton Anderson Associates will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.



29. HIGHWAYS - IDS Engineering Services  
Contract (2004-0311) between MDOT and CHMP, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
30. HIGHWAYS - IDS Engineering Services  
Contract (2004-0312) between MDOT and Richard H. Kraft Engineering, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
31. HIGHWAYS - IDS Engineering Services  
Contract (2004-0313) between MDOT and Kimley-Horn of Michigan, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
32. HIGHWAYS - IDS Engineering Services  
Contract (2004-0315) between MDOT and Consulting Engineering Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
33. HIGHWAYS - Design Consultant Services  
Contract (2004-0316) between MDOT and Wade-Trim/Associates, Inc., will provide for the design of the reconstruction of M-85 (Fort Street) from Sibley Road to Goddard Road in Wayne County. The work items include reconstructing the road per MDOT pavement design requirements, performing grading and earthwork, shoulder upgrades, geometrics upgrading, and a drainage study. The length of this project is 3.87 miles. This contract will be in effect from the date of award through November 30, 2005. The total contract amount will be \$2,167,204.17. Source of Funds: 81.85% Federal Highway Administration Funds, 16.94% State Restricted Trunkline Funds, 0.63% City of Wyandotte Act 51 Funds, 0.48% City of Southgate Act 51 Funds and 0.10% City of Lincoln Park Act 51 Funds.

**Purpose/Business Case:** This contract is for the negotiated fees to design the M-85 reconstruction project (JN 72409C). The project limits along M-85 are from Sibley Road to Goddard Road with a length of 3.87 miles. The existing roadway is divided, with three lanes in each direction. The existing pavement and drainage system is in extremely poor condition. This reconstruction project is included within MDOT's 5-Year Plan. Construction is currently planned to start during the summer of 2006 and end in the summer of 2007.

**Benefit:** To improve the pavement ride quality, condition, and safety of the roadway. This project will also reduce the long-term maintenance costs for this area.

**Funding Source:** 81.85% Federal Highway Administration Funds, 16.94% State Restricted Trunkline Funds, 0.63% City of Wyandotte Act 51 Funds, 0.48% City of Southgate Act 51 Funds and 0.10% City of Lincoln Park Act 51 Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Based on the current condition of the roadway, the reconstruction is the preferred repair. Please note that should the reconstruction not be approved, the cost to perform a combination of repairs and maintenance would be greater when compared to the cost of reconstruction over the same 20-year period. Additionally, the combinations of alternate repairs and additional maintenance, when compared to the reconstruction, would require additional disruptions to the traffic. These additional disruptions would result in an increased cost to users in the form of user delays.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

**New Project Identification:** This is not a new project.

**Zip Code:** 48192.

34. MULTI-MODAL - Section 5313(b)

Project Authorization (Z20) under Master Agreement (2002-0014) between MDOT and the Bay Metropolitan Transportation Authority will provide state matching funds for the FY 2004 Federal Section 5313(b) State Planning and Research Program for the Activity Based Cost Management Project. This project will provide for a review of internal processes to improve the efficiency and effectiveness of transit services. The authorization will be in effect from May 3, 2004, through November 2, 2005. The authorization is retroactive due to the term matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$25,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$20,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$5,000.

**Purpose/Business Case:** Will provide for a review of internal processes to improve the efficiency and effectiveness of transit services.

**Benefit:** Increase public safety through improved transportation services.

**Funding Source:** Federal Transit Administration Funds - \$20,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$5,000.

**Commitment Level:** Authorization based on cost estimates.

**Risk Assessment:** The risk of not approving the authorization is that federal funds will be lost.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**New Project Identification:** This is a new project.

**Zip Code:** 48708.

35. MULTI-MODAL - Transportation To Work

**Retroactive** Project Authorization (Z10) under Master Agreement (2002-0079) between MDOT and the Otsego County Board of Commissioners will provide funding for enhanced public transportation services as requested for Transportation to Work (formerly referred to as "Project Zero") clients in Cheboygan and Presque Isle Counties. These areas have been designated as Transportation to Work sites, and a need for additional public transit services has been identified. Funds will be provided for operating costs; MDOT will provide 50 percent of the operating costs. The Family Independence Agency (FIA) and the Department of Labor and Economic Growth (DLEG) will together provide the remaining 50 percent of the operating costs. The authorization will be in effect from October 1, 2003, through September 30, 2004. The authorization amount will be \$81,101. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$40,551; FIA Funds - \$20,275; DLEG Funds - \$20,275.

**Purpose/Business Case:** To provide FY 2004 funding for enhanced public transportation services as requested for transportation to work clients.

**Benefit:** Increased public transportation services.

**Funding Source:** FY 2004 State Restricted Comprehensive Transportation Funds - \$40,551; FIA Funds - \$20,275; DLEG Funds - \$20,275.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this authorization is the loss of transportation to work services.

**Cost Reduction:** Reimbursement is based on the cost of services provided.

**New Project Identification:** Provides for enhanced public transportation services in Cheboygan and Presque Isle Counties.

**Zip Code:** 49735.

36. \*MULTI-MODAL - Rail Passenger

Contract (2003-0571) between MDOT and National Intelligent Traffic Systems will provide for the installation of an innovative grade crossing warning device at the grade crossing of the Norfolk Southern Corporation at Denton Road in VanBuren Township, Wayne County. The device is a raisable barrier system that will be interconnected with the existing flashing-light signals, half-roadway gates, and signal circuitry. The test project will include installation and maintenance of the device, interconnection with the existing railroad grade crossing warning devices, electrical power supply, video monitoring, and removal of the device and restoration of the roadways when necessary. This test project is being conducted to study the new device's effectiveness in eliminating the occurrence of motorists ignoring fully-activated flashing-light signals and half roadway gates. This test project has been approved by the Federal Highway Administration (FHWA) and the Federal Railroad Administration (FRA). The effective date of the contract will be the effective date of the FRA grant, and the contract will be in effect for two years. The contract amount will be \$257,542. Source of Funds: FRA Funds - \$98,654.30; FY 2002 State Restricted Trunkline Funds - \$158,887.70.

**Purpose/Business Case:** This is a cooperative effort between the FHWA, the FRA, and MDOT for the testing of this innovative grade crossing warning device. The device will be tested for its effectiveness in deterring motorists from ignoring active warning devices and its operating reliability in Michigan's varied weather conditions.

**Benefit:** The federal approval allows MDOT to be the first state in the nation to install and test this new grade crossing warning device. Michigan has long been a national leader in promoting grade crossing safety and initiating improvements for the safety of our motoring public. This project provides an opportunity for Michigan to remain in the forefront of safety innovation. If approved, it also gives Michigan access to another tool that could reduce crashes and save lives.

**Funding Source:** FRA Funds - \$98,654.30; FY 2002 State Restricted Trunkline Funds - \$158,887.70.

**Commitment Level:** The contract is based on estimated costs.

**Risk Assessment:** If the contract is not awarded, Michigan would lose the opportunity to be recognized as a national leader in improving grade crossing safety. The device also has the potential of eliminating one of railroad safety's biggest offenders, the gate runner, which could lead to a substantial reduction in crashes, injuries, and fatalities. MDOT would also lose the federal grant monies, up to a maximum of \$150,000.

**Cost Reduction:** The cost has been examined by MDOT's Rail Passenger Section and found to be reasonable. Should this device be approved for statewide use, the costs would likely decrease as installation methods improve, we obtain quantity buying rates, and video monitoring becomes unnecessary.

**New Project Identification:** This is a new project resulting from nearly two years of application, negotiation, and coordination between federal, state, and county agencies and the railroad, along with the vendors who will provide the final product and installation.

**Zip Code:** 48111.

37. **\*MULTI-MODAL (Aeronautics) - Increase Services and Amount**

Amendatory Contract (2002-0441/A2) between MDOT and the Livingston County Board of Commissioners will add soil analysis of the wetland site to the project and will increase the contract amount by \$21,000. The original contract provides for wetland mitigation, including wetland mitigation site selection, permitting, construction follow-up, and post-construction wetland monitoring, at the Livingston County Airport in Howell, Michigan. The contract term remains unchanged, June 27, 2002, through June 26, 2022. The revised total contract amount will be \$214,521. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$174,169	\$18,900	\$193,069
State Restricted Aeronautics Funds	\$ 9,676	\$ 1,050	\$ 10,726
Livingston County Funds	\$ 9,676	\$ 1,050	\$ 10,726
Total	<u>\$193,521</u>	<u>\$21,000</u>	<u>\$214,521</u>

**Purpose/Business Case:** The amendment will increase the funding and add services for further investigation of the wetland site. More data is needed for analysis of the soils.

**Benefit:** The work will satisfy the requirements of the Michigan Department of Environmental Quality and the United States Environmental Protection Agency for replacement of existing wetlands.

**Funding Source:** Federal Aviation Administration Funds - \$193,069; State Restricted Aeronautics Funds - \$10,726; Livingston County Funds - \$10,726; Contract Total - \$214,521.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without federal and state participation.

**Cost Reduction:** The consultant contract was reviewed by MDOT personnel for appropriateness and cost reductions.

**New Project Identification:** This is an amendment to an existing contract.

**Zip Code:** 48855.

38. \*MULTI-MODAL (Aeronautics) - Increase Services and Amount, Extend Term

Amendatory Contract (2002-0560/A2) between MDOT and the Houghton County Board of Commissioners will add wetland delineation and associated design and construction modifications to the fencing project, will increase the contract amount by \$191,056, and will extend the contract term by seventeen years in order to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for the construction of animal control fencing (with perimeter road) and the purchase of snow removal equipment (tractor loader with broom) at the Houghton County Memorial Airport in Hancock, Michigan. The revised contract term will be September 12, 2002, through September 11, 2022. The revised total contract amount will be \$1,463,056. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$1,145,000	\$171,750	\$1,316,750
State Restricted Aeronautics Funds	\$ 63,500	\$ 9,653	\$ 73,153
Houghton County Funds	\$ 63,500	\$ 9,653	\$ 73,153
Total	<u>\$1,272,000</u>	<u>\$191,056</u>	<u>\$1,463,056</u>

**Purpose/Business Case:** To add wetland delineation and associated design and construction modifications to the fencing project and to extend the contract term in order to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years.

**Benefit:** The local environment will benefit from the refining of construction measures and mitigation of any reduction of wetlands.

**Funding Source:** FAA Funds - \$1,316,750; State Restricted Aeronautics Funds - \$73,153; Houghton County Funds - \$73,153; Contract Total - \$1,463,056.

**Commitment Level:** The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

**Risk Assessment:** If the contract is not awarded, the local sponsor would have to proceed without federal and state participation. A delay in the project could prompt a citation for noncompliance by the federal compliance inspector, which could affect the receipt of future grants from the FAA for the airport.

**Cost Reduction:** All construction contracts are procured through federal procurement guidelines and awarded to the lowest bidder.

**New Project Identification:** This is an amendment to an existing contract.

**Zip Code:** 49913.

39. MULTI-MODAL (Aeronautics) - Construction of Airport Improvements

Contract (2004-0290) between MDOT and the South Haven Area Regional Airport Authority (SHARAA) will provide federal and state grant funds for the construction of medium intensity runway lights and medium intensity taxiway lights, the relocation of the precision approach path indicators and runway end identifier lights, and the performance of electrical vault work at the South Haven Area Regional Airport in South Haven, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FY 2003 FAA Funds (via block grant) - \$216,686; State Restricted Aeronautics Funds - \$12,038; SHARAA Funds - \$12,038; Contract Total - \$240,762.

**Purpose/Business Case:** The project includes the construction of medium intensity runway lights (MIRL) and medium intensity taxiway lights (MITL), the relocation of the precision approach path indicators and runway end identifier lights, and the performance of electrical vault work.

**Benefit:** The lighting and vault work are necessary as a result of the rehabilitation and extension of runway 4/22 and the parallel taxiway. The benefit of this project is that these navigational aids will enhance airport safety for pilots and other airport users.

**Funding Source:** FY 2003 FAA Funds (via block grant) - \$216,686; State Restricted Aeronautics Funds - \$12,038; SHARAA Funds - \$12,038; Contract Total - \$240,762.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without federal and state participation.

**Cost Reduction:** The construction was bid through MDOT and awarded to the lowest bidder.

**New Project Identification:** The project includes relocation and new work. The new work is 60 percent of the project.

**Zip Code:** 49090.

40. MULTI-MODAL (Aeronautics) - Fencing

Contract (2004-0291) between MDOT and the Hastings City/Barry County Airport Commission will provide federal and state grant funds for the construction of fencing (Phase II) at the Hastings City/Barry County Airport in Hastings, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FY 2003 FAA Funds (via block grant) - \$129,285; State Restricted Aeronautics Funds - \$7,182; Hastings City/Barry County Airport Commission Funds - \$7,183; Contract Total - \$143,650.

**Purpose/Business Case:** The project includes the construction of perimeter security fencing for the airport.

**Benefit:** The construction of the security fencing will aid in the protection of the aircraft at the airport, as well as the buildings and grounds.

**Funding Source:** FY 2003 FAA Funds (via Block Grant) - \$129,285; State Restricted Aeronautics Funds - \$7,182; Hastings City/Barry County Airport Commission Funds - \$7,183; Contract Total - \$143,650.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost at this time without federal and state participation.

**Cost Reduction:** The construction was bid through MDOT and awarded to the lowest bidder.

**New Project Identification:** This is Phase II of an existing fencing project.

**Zip Code:** 49058.

41. MULTI-MODAL (Aeronautics) - Construction of Airport Improvements

Contract (2004-0292) between MDOT and the City of Holland will provide federal and state grant funds for the extension of runway 18/36 and parallel taxiway; for the construction of the precision approach path indicators, runway end identifier lights, and medium intensity runway lights; and for the relocation of a localizer at the Tulip City Airport in Holland, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FY 2003 FAA Funds (via block grant) - \$1,737,080; State Restricted Aeronautics Funds - \$96,504; City of Holland Funds - \$96,504; Contract Total - \$1,930,088.

**Purpose/Business Case:** The project includes the extension of runway 18/36 and parallel taxiway; the construction of the precision approach path indicators, runway end identifier lights, and medium intensity runway lights; and the relocation of a localizer.

**Benefit:** The benefit derived from this project is the ability to accommodate aircraft with the placement of the runway and taxiway extension. This project is undertaken in conjunction with a road relocation for proper runway safety areas.

**Funding Source:** FY 2003 FAA Funds (via block grant) - \$1,737,080; State Restricted Aeronautics Funds - \$96,504; City of Holland Funds - \$96,504; Contract Total - \$1,930,088.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without federal and state participation.

**Cost Reduction:** The construction was bid through MDOT and awarded to the lowest bidder.

**New Project Identification:** The project is new work.

**Zip Code:** 49423.

42. MULTI-MODAL (Aeronautics) - Construction of Airport Improvements

Contract (2004-0293) between MDOT and the City of Sturgis will provide federal and state grant funds for the construction of the rehabilitation of runway 18/36 (widening and shortening of the runway) and the turnarounds at the Kirsch Municipal Airport in Sturgis, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FY 2004 FAA Funds (via block grant) - \$1,531,867; State Restricted Aeronautics Funds - \$308,174; City of Sturgis Funds - \$76,479; Contract Total - \$1,916,520.

The funding amounts shown above are consistent with the participation ratio currently approved by the state legislature for airport capital improvement projects (90 percent federal funding, 5 percent state funding, and 5 percent local funding). The FAA has approved the participation ratio for federal airport capital improvement projects beginning with fiscal year 2004 at 95 percent federal funding, 2.5 percent state funding, and 2.5 percent local funding. The state legislature may approve a participation ratio consistent with that approved by the FAA. We are also seeking State Administrative Board pre-approval of the change to a 95 percent federal/2.5 percent state/2.5 percent local participation ratio for this contract in the event that the state legislature approves this participation ratio.

**Purpose/Business Case:** The project includes the rehabilitation of runway 18/36 (widening and shortening) and the construction of new taxiway turnarounds.

**Benefit:** The rehabilitation will extend the useful life of the runway. The current runway is not adequate for aircraft needing to use the runway.

**Funding Source:** FY 2004 FAA Funds (via block grant) - \$1,531,867; State Restricted Aeronautics Funds - \$308,174; City of Sturgis Funds - \$76,479; Contract Total - \$1,916,520.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost without federal and state participation.

**Cost Reduction:** The construction was bid through MDOT and awarded to the lowest bidder.

**New Project Identification:** This contract is for rehabilitation and new work. The portion of new work is 20 percent.

**Zip Code:** 49091.

43. MULTI-MODAL (Aeronautics) - Rehabilitate and Extend Runway and Taxiway  
Contract (2004-0294) between MDOT and the South Haven Area Regional Airport Authority (SHARAA) will provide state grant funds for the rehabilitation and extension of runway 4/22 and the extension of the parallel taxiway at the South Haven Area Regional Airport in South Haven, Michigan. The contract will be in effect from the date of award through twenty years. Source of Funds: State Restricted Aeronautics Funds - \$691,648; SHARAA Funds - \$76,850; Contract Total - \$768,498.
- Purpose/Business Case:** The project includes the rehabilitation and extension of runway 4/22 and the extension of the parallel taxiway.  
**Benefit:** The rehabilitation will extend the useful lives of the runway and taxiway. The current runway and parallel length are not sufficient for aircraft needing to use the runway, and the new extended length will meet these needs.  
**Funding Source:** State Restricted Aeronautics Funds - \$691,648; SHARAA Funds - \$76,850; Contract Total - \$768,498.  
**Commitment Level:** The contract is for a fixed cost.  
**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without state participation.  
**Cost Reduction:** The construction was bid through MDOT and awarded to the lowest bidder.  
**New Project Identification:** This is a rehabilitation and extension of an existing facility.  
**Zip Code:** 49090.
44. MULTI-MODAL (Aeronautics) - Construction of Airport Lighting  
Contract (2004-0295) between MDOT and the City of Sturgis will provide state grant funds for the construction of medium intensity runway lights, runway end identifier lights, and precision approach path indicators at the Kirsch Municipal Airport in Sturgis, Michigan. The contract will be in effect from the date of award through twenty years. Source of Funds: State Restricted Aeronautics Funds - \$209,365; City of Sturgis Funds - \$23,263; Contract Total - \$232,628.
- Purpose/Business Case:** The project includes the construction of medium intensity runway lights, runway end identifier lights, and precision approach path indicators due to the shortening and widening of runway 18/36.  
**Benefit:** The facility will be upgraded to the new FAA standards.  
**Funding Source:** State Restricted Aeronautics Funds - \$209,365; City of Sturgis Funds - \$23,263; Contract Total - \$232,628.  
**Commitment Level:** The construction is for a fixed cost.  
**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without state participation.  
**Cost Reduction:** The construction was bid through MDOT and awarded to the lowest bidder.  
**New Project Identification:** The project is for rehabilitation and 70 percent new work.  
**Zip Code:** 49091.
45. MULTI-MODAL (Aeronautics) - Capital Improvement and Equipment/Air Service Program  
Contract (2004-0300) between MDOT and the Alpena County Board of Commissioners will provide for a grant under the Air Service Program for the upgrade of the security system from a taped format (five-camera system) to a color camera and computerized digital security system at the Alpena County Regional Airport in Alpena, Michigan. The contract will be in effect from the date of the award through three years. The cost of the project is estimated at \$33,333. Source of Funds: State Restricted Aeronautics Funds - \$30,000; Alpena County Funds - \$3,333.



**Purpose/Business Case:** Capital Improvement and Equipment projects seek to improve airport facilities for passenger operations to support air service and economic development. Current federal funding mechanisms (entitlement or discretionary) are unavailable for many types of facility enhancement projects and consequently are delayed or never initiated due to limited funds, pre-set priorities, and program guidelines.

**Benefit:** The program allows Michigan airports another funding mechanism for projects currently not undertaken through existing federal and state improvement programs. Examples of eligible projects include interior terminal modifications, security equipment, flight information centers, covered walkways, ticket areas, and handicapper accessibility improvements.

**Funding Source:** State Restricted Aeronautics Funds - \$30,000; Alpena County Funds - \$3,333; Contract Total - \$33,333.

**Commitment Level:** Actual costs are reimbursed up to the maximum amount of the contract.

**Risk Assessment:** If the contract is not awarded, certain facility enhancement projects would not be accomplished by the local airport, as they could not afford to complete the project without state assistance, and the availability of federal funds would be uncertain.

**Cost Reduction:** Project is reviewed by MDOT project manager for further cost savings.

**New Project Identification:** This is for the purchase of new equipment.

**Zip Code:** 49707.

46. MULTI-MODAL (Aeronautics) – Capital Improvement and Equipment/Air Service Program  
Contract (2004-0301) between MDOT and the Houghton County Board of Commissioners will provide for a grant under the Air Service Program for an increase of 500 square feet in the size of the security checkpoint and passenger holding area, the modification of entry access to the terminal, the addition of passenger seats, and an increase in space for handicap accessibility at the Houghton County Memorial Airport in Hancock, Michigan. The contract will be in effect from the date of award through three years. The cost of the project is estimated at \$22,222. Source of Funds: State Restricted Aeronautics Funds - \$20,000; Houghton County Funds - \$2,222.

**Purpose/Business Case:** Capital Improvement and Equipment projects seek to improve airport facilities for passenger operations to support air service and economic development. Current federal funding mechanisms (entitlement or discretionary) are unavailable for many types of facility enhancement projects and consequently are delayed or never initiated due to limited funds, pre-set priorities, and program guidelines.

**Benefit:** The program allows Michigan airports another funding mechanism for projects currently not undertaken through existing federal and state improvement programs. Examples of eligible projects include interior terminal modifications, security equipment, flight information centers, covered walkways, ticket areas, and handicapper accessibility improvements.

**Funding Source:** State Restricted Aeronautics Funds - \$20,000; Houghton County Funds - \$2,222; Contract Total - \$22,222.

**Commitment Level:** Actual costs are reimbursed up to the maximum amount of the contract.

**Risk Assessment:** If the contract is not awarded, certain facility enhancement projects would not be accomplished by the local airport, as they could not afford to complete the project without state assistance, and the availability of federal funds would be uncertain.

**Cost Reduction:** Project is reviewed by MDOT project manager for further cost savings.

**New Project Identification:** This project involves some terminal building modifications, for an existing facility.

**Zip Code:** 49913.

47. MULTI-MODAL (Aeronautics) - Capital Improvement and Equipment/Air Service Program  
Contract (2004-0302) between MDOT and the Dickinson County Board of Commissioners will provide for a grant under the Air Service Program for the installation of a ceiling over the passenger waiting area for security; the installation of additional lighting over the Transportation Security Administration's (TSA) passenger checkpoint; the installation of an overhead door opener on the airline cargo room door for security; the replacement of three 6x6 concrete sidewalk slabs with curb cuts and in-slab heating; the installation of baby changing tables in the men's and women's restrooms; the modification of the baggage claim area to limit cold air, exhaust blasts, and visual clutter; and the provision of necessary equipment and cabling to allow wireless internet service for laptop computers within the terminal at the Ford Airport in Iron Mountain, Michigan. The contract will be in effect from the date of the award through three years. The cost of the project is estimated at \$27,850. Source of Funds: State Restricted Aeronautics Funds - \$25,065; Dickinson County Funds - \$2,785.

**Purpose/Business Case:** Capital Improvement and Equipment projects seek to improve airport facilities for passenger operations to support air service and economic development. Current federal funding mechanisms (entitlement or discretionary) are unavailable for many types of facility enhancement projects and consequently are delayed or never initiated due to limited funds, pre-set priorities, and program guidelines.

**Benefit:** The program allows Michigan airports another funding mechanism for projects currently not undertaken through existing federal and state improvement programs. Examples of eligible projects include interior terminal modifications, security equipment, flight information centers, covered walkways, ticket areas, and handicapper accessibility improvements.

**Funding Source:** State Restricted Aeronautics Funds - \$25,065; Dickinson County Funds - \$2,785; Contract Total - \$27,850.

**Commitment Level:** Actual costs are reimbursed up to the maximum amount of the contract.

**Risk Assessment:** If the contract is not awarded, certain facility enhancement projects would not be accomplished by the local airport, as they could not afford to complete the project without state assistance, and the availability of federal funds would be uncertain.

**Cost Reduction:** Project is reviewed by MDOT project manager for further cost savings.

**New Project Identification:** This project involves some terminal building modifications for an existing facility.

**Zip Code:** 49801.

48. MULTI-MODAL (Aeronautics) - Capital Improvement and Equipment/Air Service Program  
Contract (2004-0303) between MDOT and the Capital Region Airport Authority (CRAA) will provide for a grant under the Air Service Program for the conversion of existing Amelia Earhart Board Room to a gate hold room between gates four and five on the ground level concourse and the acquisition of furniture for the hold room at the Capital City Airport in Lansing, Michigan. The contract will be in effect from the date of the award through three years. The cost of the project is estimated at \$40,000. Source of Funds: State Restricted Aeronautics Funds - \$20,000; CRAA Funds - \$20,000.

**Purpose/Business Case:** Capital Improvement and Equipment projects seek to improve airport facilities for passenger operations to support air service and economic development. Current federal funding mechanisms (entitlement or discretionary) are unavailable for many types of facility enhancement projects and consequently are delayed or never initiated due to limited funds, pre-set priorities, and program guidelines.

**Benefit:** The program allows Michigan airports another funding mechanism for projects currently not undertaken through existing federal and state improvement programs. Examples of eligible projects include interior terminal modifications, security equipment, flight information centers, covered walkways, ticket areas, and handicapper accessibility improvements.

**Funding Source:** State Restricted Aeronautics Funds - \$20,000; CRAA Funds - \$20,000; Contract Total - \$40,000.

**Commitment Level:** Actual costs are reimbursed up to the maximum amount of the contract.

**Risk Assessment:** If the contract is not awarded, certain facility enhancement projects would not be accomplished by the local airport, as they could not afford to complete the project without state assistance, and the availability of federal funds would be uncertain.

**Cost Reduction:** Project is reviewed by MDOT project manager for further cost savings.

**New Project Identification:** This project involves some terminal building modifications for an existing facility.

**Zip Code:** 48906.

49. MULTI-MODAL (Aeronautics) - Capital Improvement and Equipment/Air Service Program

Contract (2004-0304) between MDOT and the Marquette County Board of Commissioners will provide for a grant under the Air Service Program for the acquisition of a hand-held portable aviation transceiver, the acquisition of a mobile aviation transceiver for the airport manager's vehicle, the purchase of a mobile aircraft boarding ramp and adapter, and the expansion of the public address system for the passenger terminal at the Sawyer International Airport in Marquette, Michigan. The contract will be in effect from the date of the award through three years. The cost of the project is estimated at \$21,346. Source of Funds: State Restricted Aeronautics Funds - \$19,211; Marquette County Funds - \$2,135.

**Purpose/Business Case:** Capital Improvement and Equipment projects seek to improve airport facilities for passenger operations to support air service and economic development. Current federal funding mechanisms (entitlement or discretionary) are unavailable for many types of facility enhancement projects and consequently are delayed or never initiated due to limited funds, pre-set priorities, and program guidelines.

**Benefit:** The program allows Michigan airports another funding mechanism for projects currently not undertaken through existing federal and state improvement programs. Examples of eligible projects include interior terminal modifications, security equipment, flight information centers, covered walkways, ticket areas, and handicapper accessibility improvements.

**Funding Source:** State Restricted Aeronautics Funds - \$19,211; Marquette County Funds - \$2,135; Contract Total - \$21,346.

**Commitment Level:** Actual costs are reimbursed up to the maximum amount of the contract.

**Risk Assessment:** If the contract is not awarded, certain facility enhancement projects would not be accomplished by the local airport, as they could not afford to complete the project without state assistance, and the availability of federal funds would be uncertain.

**Cost Reduction:** Project is reviewed by MDOT project manager for further cost savings.

**New Project Identification:** This is for the purchase of new equipment.

**Zip Code:** 49841.

50. MULTI-MODAL (Aeronautics) - Capital Improvement and Equipment/Air Service Program  
Contract (2004-0305) between MDOT and the Emmet County Board of Commissioners will provide for a grant under the Air Service Program for the purchase of a security camera monitoring system with the following areas to be monitored and recorded at the Pellston Regional Airport in Pellston, Michigan: ramp area, passenger screening, baggage screening, terminal building entry and exit points, auto parking, and fuel farm. The contract will be in effect from the date of the award through three years. The cost of the project is estimated at \$33,333. Source of Funds: State Restricted Aeronautics Funds - \$30,000; Emmet County Funds - \$3,333.

**Purpose/Business Case:** Capital Improvement and Equipment projects seek to improve airport facilities for passenger operations to support air service and economic development. Current federal funding mechanisms (entitlement or discretionary) are unavailable for many types of facility enhancement projects and consequently are delayed or never initiated due to limited funds, pre-set priorities, and program guidelines.

**Benefit:** The program allows Michigan airports another funding mechanism for projects currently not undertaken through existing federal and state improvement programs. Examples of eligible projects include interior terminal modifications, security equipment, flight information centers, covered walkways, ticket areas, and handicapper accessibility improvements.

**Funding Source:** State Restricted Aeronautics Funds - \$30,000; Emmet County Funds - \$3,333; Contract Total - \$33,333.

**Commitment Level:** Actual costs are reimbursed up to the maximum amount of the contract.

**Risk Assessment:** If the contract is not awarded, certain facility enhancement projects would not be accomplished by the local airport, as they could not afford to complete the project without state assistance, and the availability of federal funds would be uncertain.

**Cost Reduction:** Project is reviewed by MDOT project manager for further cost savings.

**New Project Identification:** This project is for the purchase of new equipment.

**Zip Code:** 49769.

51. MULTI-MODAL (Aeronautics) -Capital Improvement and Equipment/Air Service Program  
Contract (2004-0306) between MDOT and the Economic Development Corporation of Chippewa County (EDCCC) will provide for a grant under the Air Service Program for the purchase of a 400-gallon capacity aircraft de-ice vehicle at Chippewa County International Airport in Sault Ste. Marie, Michigan. The contract will be in effect from the date of the award through three years. The cost of the project is estimated at \$27,000. Source of Funds: State Restricted Aeronautics Funds - \$24,300; EDCCC Funds - \$2,700.

**Purpose/Business Case:** Capital Improvement and Equipment projects seek to improve airport facilities for passenger operations to support air service and economic development. Current federal funding mechanisms (entitlement or discretionary) are unavailable for many types of facility enhancement projects and consequently are delayed or never initiated due to limited funds, pre-set priorities, and program guidelines.

**Benefit:** The program allows Michigan airports another funding mechanism for projects currently not undertaken through existing federal and state improvement programs. Examples of eligible projects include interior terminal modifications, security equipment, flight information centers, covered walkways, ticket areas, and handicapper accessibility improvements.

**Funding Source:** State Restricted Aeronautics Funds - \$24,300; EDCCC Funds - \$2,700; Contract Total - \$27,000.

**Commitment Level:** Actual costs are reimbursed up to the maximum amount of the contract.

**Risk Assessment:** If the contract is not awarded, certain facility enhancement projects would not be accomplished by the local airport, as they could not afford to complete the project without state assistance, and the availability of federal funds would be uncertain.

**Cost Reduction:** Project is reviewed by MDOT project manager for further cost savings.

**New Project Identification:** This is for the purchase of new equipment.

**Zip Code:** 49788.

52. MULTI-MODAL (Aeronautics) - Capital Improvement and Equipment/Air Service Program  
Contract (2004-0307) between MDOT and the Northwestern Regional Airport Commission (NRAC) will provide for a grant under the Air Service Program for the provision of a wireless communication network to integrate with the new south air carrier terminal access control system and a new repeater system to improve mobile-to-mobile radio communication over the entire airport at the Cherry Capital Airport in Traverse City, Michigan. The contract will be in effect from the date of the award through three years. The cost of the project is estimated at \$60,000. Source of Funds: State Restricted Aeronautics Funds - \$30,000; Northwestern Regional Airport Commission Funds - \$30,000.

**Purpose/Business Case:** Capital Improvement and Equipment projects seek to improve airport facilities for passenger operations to support air service and economic development. Current federal funding mechanisms (entitlement or discretionary) are unavailable for many types of facility enhancement projects and consequently are delayed or never initiated due to limited funds, pre-set priorities, and program guidelines.

**Benefit:** The program allows Michigan airports another funding mechanism for projects currently not undertaken through existing federal and state improvement programs. Examples of eligible projects include interior terminal modifications, security equipment, flight information centers, covered walkways, ticket areas, and handicapper accessibility improvements.

**Funding Source:** State Restricted Aeronautics Funds - \$30,000; NRAC Funds - \$30,000; Contract Total - \$60,000.

**Commitment Level:** Actual costs are reimbursed up to the maximum amount of the contract.

**Risk Assessment:** If the contract is not awarded, certain facility enhancement projects would not be accomplished by the local airport, as they could not afford to complete the project without state assistance, and the availability of federal funds would be uncertain.

**Cost Reduction:** Project costs are reviewed by MDOT project manager for further cost savings.

**New Project Identification:** This is for the purchase of new equipment.

**Zip Code:** 49686.

53. MULTI-MODAL (Aeronautics) - Design and Construction of Airport Improvements  
Contract (2004-0314) between MDOT and the City of Charlevoix will provide federal and state grant funds for the construction of the development of a southwest hangar site, the installation of an automated weather observation system (AWOS) transmitter, the installation of runway and taxiway crack sealing, the design of a building for the storage of snow removal equipment, the rehabilitation of northeast taxistreets, the construction of two taxiways, the expansion of an apron, and the undertaking of wetland delineation at the Charlevoix Municipal Airport in Charlevoix, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years. Source of Funds: FY 2004 FAA Funds - \$495,000; State Restricted Aeronautics Funds - \$27,500; City of Charlevoix Funds - \$27,500; Contract Total - \$550,000.

The funding amounts shown above are consistent with the participation ratio currently approved by the state legislature for airport capital improvement projects (90 percent federal funding, 5 percent state funding, and 5 percent local funding). The FAA has approved the participation ratio for federal airport capital improvement projects beginning with fiscal year 2004 at 95 percent federal funding, 2.5 percent state funding, and 2.5 percent local funding. The state legislature may approve a participation ratio consistent with that approved by the FAA. We are also seeking State Administrative Board pre-approval of the change to a 95 percent federal/2.5 percent state/2.5 percent local participation ratio for this contract in the event that the state legislature approves this participation ratio.

**Purpose/Business Case:** The site development for the proposed southwest hangar will provide a buildable area and the pavements approaching it. The design of the storage building for snow removal equipment and site, the rehabilitation of the northeast taxistree, and the design of two additional taxistree will provide engineering plans and bidding documents for the development of those items during construction. The AWOS is being updated to a more usable signal. The crack sealing will extend the life of the pavement. The wetland delineation will determine the edge limits of the wetland area.

**Benefit:** The airport improvements will extend the useful lives of the pavements, make the airport safer for the flying public, and satisfy the requirements of the FAA and the Michigan Department of Environmental Quality.

**Funding Source:** FY 2004 FAA Funds - \$495,000; State Restricted Aeronautics Funds - \$27,500; City of Charlevoix Funds - \$27,500; Contract Total - \$550,000.

**Commitment Level:** The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

**Risk Assessment:** If the contract is not awarded, the local sponsor would have to proceed with the project without federal and state participation. A delay could prompt a citation by the federal compliance inspector and affect the receipt of future federal grants.

**Cost Reduction:** All construction contracts are procured through federal procurement guidelines and awarded to the lowest bidder. All work will meet federal and state eligibility requirements.

**New Project Identification:** These are airport improvements at an existing facility.

**Zip Code:** 49720.

54. MULTI-MODAL (Aeronautics) - Rehabilitation of Taxistree

Contract (2004-0317) between MDOT and the City of Midland will provide federal and state grant funds for the construction for the rehabilitation of taxistree at the Jack Barstow Airport in Midland, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FY 2004 FAA Funds (via block grant) - \$292,106; State Restricted Aeronautics Funds - \$16,228; City of Midland Funds - \$16,228; Contract Total - \$324,562.

The funding amounts shown above are consistent with the participation ratio currently approved by the state legislature for airport capital improvement projects (90 percent federal funding, 5 percent state funding, and 5 percent local funding). The FAA has approved the participation ratio for federal airport capital improvement projects beginning with fiscal year 2004 at 95 percent federal funding, 2.5 percent state funding, and 2.5 percent local funding. The state legislature may approve a participation ratio consistent with that approved by the FAA. We are also seeking State Administrative Board pre-approval of the change to a 95 percent federal/2.5 percent state/2.5 percent local participation ratio for this contract in the event that the state legislature approves this participation ratio.

**Purpose/Business Case:** The project includes the rehabilitation of taxistree at the Jack Barstow Airport in Midland.

**Benefit:** The taxistree are in very poor condition and have heaved due to frost action. The problem will be fixed with this project, and the airport users will benefit from a safer and smoother surface.

**Funding Source:** FY 2004 FAA Funds (via block grant) - \$292,106; State Restricted Aeronautics Funds - \$16,228; City of Midland Funds - \$16,228; Contract Total - \$324,562.

**Commitment Level:** The construction is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without federal and state participation.

**Cost Reduction:** The construction was bid through MDOT and awarded to the lowest bidder.

**New Project Identification:** This is a rehabilitation project for an existing facility.

**Zip Code:** 48640.

55. MULTI-MODAL (Aeronautics) - Airport Improvements

Contract (2004-0320) between MDOT and the Menominee/Marinette Twin County Airport Commission will provide federal and state grant funds for the construction of aprons and a taxiway at the Menominee/Marinette Twin County Airport in Menominee, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FY 2004 FAA Funds (via block grant) - \$337,901; State Restricted Aeronautics Funds - \$18,621; Menominee/Marinette Twin County Airport Commission Funds - \$18,923; Contract Total - \$375,445.

The funding amounts shown above are consistent with the participation ratio currently approved by the state legislature for airport capital improvement projects (90 percent federal funding, 5 percent state funding, and 5 percent local funding). The FAA has approved the participation ratio for federal airport capital improvement projects beginning with fiscal year 2004 at 95 percent federal funding, 2.5 percent state funding, and 2.5 percent local funding. The state legislature may approve a participation ratio consistent with that approved by the FAA. We are also seeking State Administrative Board pre-approval of the change to a 95 percent federal/2.5 percent state/2.5 percent local participation ratio for this contract in the event that the state legislature approves this participation ratio.

**Purpose/Business Case:** The project includes the construction of aprons and a taxiway.

**Benefit:** The project will enhance the safety of the airport.

**Funding Source:** FY 2004 FAA Funds (via block grant) - \$337,901; State Restricted Aeronautics Funds - \$18,621; Menominee/Marinette Twin County Airport Commission Funds - \$18,923; Contract Total - \$375,445.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without federal and state participation.

**Cost Reduction:** The construction was bid through MDOT and awarded to the lowest bidder.

**New Project Identification:** This is a new project.

**Zip Code:** 49858.

56. MULTI-MODAL (Aeronautics) - Rehabilitation of Runway Lighting

Contract (2004-0321) between MDOT and the Luce County Board of Commissioners will provide federal and state grant funds for the rehabilitation of the lighting system on runway 11/29 at the Luce County Airport in Newberry, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FY 2003 FAA Funds (via block grant) - \$137,700; State Restricted Aeronautics Funds - \$7,650; Luce County Funds - \$7,650; Contract Total - \$153,000.

**Purpose/Business Case:** The project includes the rehabilitation of the lighting system on runway 11/29 at the Luce County Airport.

**Benefit:** The rehabilitation of the lighting system will enhance safety on the airport.

**Funding Source:** FY 2003 FAA Funds (via block grant) - \$137,700; State Restricted Aeronautics Funds - \$7,650; Luce County Funds - \$7,650; Contract Total - \$153,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without federal and state participation.

**Cost Reduction:** The construction was bid through MDOT and awarded to the lowest bidder.

**New Project Identification:** This is rehabilitation of an existing facility.

**Zip Code:** 49868.

57. MULTI-MODAL (Aeronautics) - Apron Rehabilitation

Contract (2004-0322) between MDOT and the City of Mt. Pleasant will provide federal and state grant funds for the rehabilitation of an apron at the Mt. Pleasant Municipal Airport in Mt. Pleasant, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FY 2004 FAA Funds (via block grant) - \$85,500; State Restricted Aeronautics Funds - \$4,750; City of Mt. Pleasant Funds - \$4,750; Contract Total - \$95,000.

**Purpose/Business Case:** The project includes the rehabilitation of an apron at the Mt. Pleasant Municipal airport.

**Benefit:** The rehabilitation will improve the safety of the airport and benefit the airport users.

**Funding Source:** FY 2004 FAA Funds (via Block Grant) - \$85,500; State Restricted Aeronautics Funds - \$4,750; City of Mt. Pleasant Funds - \$4,750; Contract Total - \$95,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without federal and state participation.

**Cost Reduction:** The construction was bid through MDOT and awarded to the lowest bidder.

**New Project Identification:** This is a rehabilitation of an existing facility.

**Zip Code:** 48858.

58. MULTI-MODAL (Aeronautics) - Design of Parallel Taxiway and Purchase of Equipment

Contract (2004-0324) between MDOT and the Village of Lakeview will provide federal and state grant funds for the design of a parallel taxiway and the purchase of snow removal equipment at the Lakeview-Griffith Field in Lakeview, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FY 2003 FAA Funds (via block grant) - \$132,944; State Restricted Aeronautics Funds - \$7,385; Village of Lakeview Funds - \$7,386; Contract Total - \$147,715.

**Purpose/Business Case:** The purpose of the project is to complete design plans and specifications for a parallel taxiway and to purchase snow removal equipment.

**Benefit:** The project will provide a design of the parallel taxiway that will meet all federal and state safety and airport design standards. The benefit of the snow removal equipment is that it will allow the airport to remain open regardless of the season.

**Funding Source:** FY 2003 FAA Funds (via block grant) - \$132,944; State Restricted Aeronautics Funds - \$7,385; Village of Lakeview Funds - \$7,386; Contract Total - \$147,715.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without federal and state participation.

**Cost Reduction:** The consultant contract for the design engineering was reviewed by MDOT personnel for further cost reductions. The equipment was bid locally but reviewed by MDOT personnel for further cost reductions.

**New Project Identification:** The design engineering is for work at an existing facility. The purchase of the equipment is to replace existing worn-out snow removal equipment.

**Zip Code:** 48850.



59-67. TRAFFIC SIGNAL COST PARTICIPATION AGREEMENTS

59. M-66 (Capital) at Emmett Street, Battle Creek, Calhoun County  
13032-01-005

	<u>Estimated Modernization Cost</u>
City of Battle Creek Funds	\$ 1,419
State Restricted Trunkline Funds	\$ 1,420
FHWA Funds	<u>\$28,392</u>
Total	<u>\$31,231</u>

60. M-99 (Will Carleton) at West Street, Hillsdale, Hillsdale County  
30032-01-001

	<u>Estimated Modernization Cost</u>
City of Hillsdale Funds	\$ 1,222
State Restricted Trunkline Funds	\$ 1,223
FHWA Funds	<u>\$24,452</u>
Total	<u>\$26,897</u>

61. M-37 (Alpine) at Lamoreaux Drive, Comstock Park, Kent County  
41033-01-018

	<u>Estimated Modernization Cost</u>
FHWA Funds	<u>\$50,284</u>
Total	<u>\$50,284</u>

62. M-45 (Lake Michigan Drive) at Collindale Avenue, Grand Rapids, Kent County  
41081-01-015

	<u>Estimated Modernization Cost</u>
City of Grand Rapids Funds	\$ 2,030
State Restricted Trunkline Funds	\$ 2,030
FHWA Funds	<u>\$40,603</u>
Total	<u>\$44,663</u>

63. M-46 (17 Mile) at Algoma Road, Solon Township, Kent County  
41121-02-003

	<u>Estimated Modernization Cost</u>
State Restricted Trunkline Funds	<u>\$40,805</u>
Total	<u>\$40,805</u>

64. US-23 NB Off Ramp at 8 Mile Road, Whitmore Lake, Washtenaw County  
81075-01-105

	<u>Estimated Modernization Cost</u>
Washtenaw County Funds	\$ 1,614
State Restricted Trunkline Funds	\$ 796
FHWA Funds	<u>\$24,101</u>
Total	<u>\$26,511</u>

**Purpose/Business Case:** Act 51, Public Acts of 1951 authorizes the Department to contract with cities, villages and boards of county roads of commissioners for the construction, improvement, and/or maintenance of electronic devices on State trunkline roadways. Under the terms of the standard cost agreements the cities, villages, and boards are reimbursed for labor and materials for installation and annual electrical power usage and maintenance costs of the electronic devices. The Department has made findings that such negotiated agreements are in the public interest.

**Benefit:** The use of electronic devices provides improved operation and safety for the motoring public. The cost agreements establish funding responsibility for the operation of the electronic devices.

**Funding Source:** Federal, State Restricted or local funds, depending on the particular installation.

**Commitment level:** Costs as shown on the individual cost agreement for the duration of the installation operation.

**Risk Assessment:** Loss of local participation funding for the operation of the installation.

**Cost Reduction:** Fixed costs as shown on the cost agreement.

**New Project Identification:** Modernization of existing electronic devices.

**Zip Code:** 49017, 49242, 49321, 49504, 49319, 48189 (in order of projects listed above).

65. M-32 at Home Depot Drive, Alpena Township, Alpena County  
04021-01-010

	<u>Estimated Installation Cost</u>
Home Depot (Alpena) Funds	\$ 1,343
State Restricted Trunkline Funds	\$ 1,343
FHWA Funds	<u>\$26,861</u>
Total	<u>\$29,547</u>

66. US-23BR (Silver Lake Road) at Poplar Street, Fenton, Genesee County  
25021-01-005

	<u>Estimated Installation Cost</u>
City of Fenton Funds	\$15,344
State Restricted Trunkline Funds	<u>\$15,344</u>
Total	<u>\$30,688</u>

67. M-44 Connector (Plainfield) NB at Plainfield Connector WB, Plainfield Twp., Kent Co.  
41012-01-040

	<u>Estimated Installation Cost</u>
State Restricted Trunkline Funds	<u>\$34,529</u>
Total	<u>\$34,529</u>

**Purpose/Business Case:** Act 51, Public Acts of 1951 authorizes MDOT to contract with cities, villages, and boards of county roads of commissioners for the construction, improvement, and/or maintenance of electronic devices on state trunkline roadways. Under the terms of the standard cost agreements the cities, villages, and boards are reimbursed for labor and materials for installation and annual electrical power usage and maintenance costs of the electronic devices. MDOT has made findings that such negotiated agreements are in the public interest.

**Benefit:** The use of electronic devices provides improved operation and safety for the motoring public. The cost agreements establish funding responsibility for the operation of the electronic devices.

**Funding Source:** Federal, State Restricted or local funds, depending on the particular installation.

**Commitment level:** Costs as shown on the individual cost agreement for the duration of the installation operation.

**Risk Assessment:** Loss of local participation funding for the operation of the installation.

**Cost Reduction:** Fixed costs as shown on the cost agreement.

**New Project Identification:** Installation of new electronic devices.

**Zip Code:** 49707, 48430, 49505 (in order of projects listed above).

68. TRANSPORTATION PLANNING – Master Planning Agreement

Authorization Revision (Z15/R1) under Master Agreement (2003-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will add \$273,975.64 in unspent FY 2003 funds to the authorization. The original authorization provides for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels, including the prioritization of resurfacing and reconstruction projects for the federal aid system. The authorization term remains unchanged, February 3, 2004, through September 30, 2004. The revised authorization amount will be \$444,584.64. The term of the master agreement is October 1, 2002, through September 30, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

**Purpose/Business Case:** In compliance with Title 23 Sections 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53 Sections 5303 and 5313, a Metropolitan Planning Organization is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments for the carrying out of transportation planning activities.

**Benefit:** Will provide funding and facilitate in transportation planning efforts and activities at the local and regional levels.

**Funding Source:** Dedicated federal funds that must be passed through by federal regulations cited above to Metropolitan Planning Organizations. 81.85% -FHWA Funds and 18.15% GVMC Funds.

**Commitment Level:** The cost of this project is based on the federally approved Unified Work Program (UWP) for each Metropolitan Planning Organization (MPO) statewide. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The cost of projects is based on the budgeted amount in the current UWP for each MPO and is expected to be completed in the fiscal year for which it is approved.

**Risk Assessment:** Failure to comply with federal law and regulations as cited above could result in the decertification of Metropolitan Planning Organizations and the inability to spend millions of dollars for transportation planning activities throughout the state.

**Cost Reduction:** Cost of planning activities is negotiated by the local agency/MPO.

Review and concurrence is done at the state level and approval is done at the federal level. The cost of this planning activity/equipment is commensurate with the overall budget for the local planning agency for the fiscal year.

**New Project Identification:** These are on-going projects for transportation planning administrative grants.

**Zip Code:** 49503.

69. TRANSPORTATION PLANNING – Master Planning Agreement

Authorization Revision (Z16/R1) under Master Agreement (2003-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will add \$55,036.32 in unspent FY 2003 funds to the authorization. The original authorization provides for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels, including the update and maintenance of the Congestion Management System for GVMC member agencies using information collected by a consultant. The authorization term remains unchanged, March 2, 2004, through September 30, 2004. The revised authorization amount will be \$116,138.32. The term of the master agreement is October 1, 2002, through September 30, 2005. Source of Funds: 81.85% Federal Highway Administration Funds (Surface Transportation Program – Urban Area) and 18.15% GVMC Funds.

**Purpose/Business Case:** In compliance with Title 23 Sections 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53 Sections 5303 and 5313, a Metropolitan Planning Organization is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments for the carrying out of transportation planning activities.

**Benefit:** Will provide funding and facilitate in the undertaking of transportation planning efforts and activities at the local and regional levels.

**Funding Source:** Dedicated federal funds that must be passed through by federal regulations cited above to Metropolitan Planning Organizations. 81.85% Federal Highway Administration Funds (Surface Transportation Program - Urban Area) and 18.15% GVMC Funds.

**Commitment Level:** The cost of this project is based on the federally approved Unified Work Program (UWP) for each Metropolitan Planning Organization (MPO) statewide. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The cost of projects is based on the budgeted amount in the current UWP for each MPO, and the work is expected to be completed in the fiscal year for which it is approved.

**Risk Assessment:** Failure to comply with federal law and regulations as cited above could result in the decertification of Metropolitan Planning Organizations and the inability to spend millions of dollars for transportation planning activities throughout the state.

**Cost Reduction:** Cost of planning activities is negotiated by the local agency/MPO.

Review and concurrence are performed at the state level, and approval is given at the federal level. The cost of this planning activity/equipment is commensurate with the overall budget for the local planning agency for the fiscal year.

**New Project Identification:** These are on-going project agreements for transportation planning administrative grants.

**Zip Code:** 49503.

70. TRANSPORTATION PLANNING – Master Planning Agreement

Authorization Revision (Z17/R1) under Master Agreement (2003-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will add \$34,661 in unspent FY 2003 funds to the authorization. The original authorization provides for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels, including the update and expansion of the GVMC database for the Transportation Geographic Information System (TGIS). The authorization term remains unchanged, March 2, 2004, through September 30, 2004. The revised authorization amount will be \$444,584.64. The term of the master agreement is October 1, 2002, through September 30, 2005. Source of Funds: 81.85% Federal Highway Administration Funds (Surface Transportation Program – Urban Area) and 18.15% GVMC Funds.

**Purpose/Business Case:** In compliance with Title 23 Sections 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53 Sections 5303 and 5313, a Metropolitan Planning Organization is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments for the carrying out of transportation planning activities.

**Benefit:** Will provide funding and facilitate in the undertaking of transportation planning efforts and activities at the local and regional levels.

**Funding Source:** Dedicated federal funds that must be passed through by federal regulations cited above to Metropolitan Planning Organizations. 81.85% Federal Highway Administration Funds (Surface Transportation Program - Urban Area) and 18.15% GVMC Funds.

**Commitment Level:** The cost of this project is based on the federally approved Unified Work Program (UWP) for Metropolitan Planning Organizations (MPO) statewide. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The cost of projects is based on the budgeted amount in the current UWP for each MPO, and the work is expected to be completed in the fiscal year for which it is approved.

**Risk Assessment:** Failure to comply with federal law and regulations as cited above could result in the decertification of the Metropolitan Planning Organizations and the inability to spend millions of dollars for transportation planning activities throughout the State.

**Cost Reduction:** Cost of planning activities is negotiated by the local agency/MPO.

Review and concurrence are performed at the state level, and approval is given at the federal level. The cost of this planning activity/equipment is commensurate with the overall budget for the local planning agency for the fiscal year.

**New Project Identification:** These are on-going projects for transportation planning administrative grants.

**Zip Code:** 49503.

#### 71-74. TRANSPORTATION PLANNING – Master Planning Agreement

The following Project Authorizations under Master Agreement (2003-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels, using FY 2005 funds. The authorizations will be in effect from July 1, 2004, through June 30, 2005. The term of the master agreement is October 1, 2002, through September 30, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% SEMCOG Funds.

	<u>Auth. #</u>	<u>Urbanized Area</u>	<u>FHWA Funds</u>	<u>SEMCOG Funds</u>	<u>Auth. Total</u>
71.	Z30	Ann Arbor/Ypsilanti	\$ 297,357	\$ 65,938	\$ 363,295
72.	Z31	Port Huron	\$ 94,448	\$ 20,944	\$ 115,392
73.	Z32	Detroit	\$4,492,936	\$996,296	\$5,489,232
74.	Z33	Monroe/Toledo	\$ 57,491	\$ 12,749	\$ 70,240

**Purpose/Business Case:** In compliance with Title 23 Sections 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53 Sections 5303 and 5313, a Metropolitan Planning Organization is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments for the carrying out of transportation planning activities.

**Benefit:** Will provide funding and facilitate in the undertaking of transportation planning efforts and activities at the local and regional levels.

**Funding Source:** Dedicated federal funds that must be passed through by federal regulations cited above to Metropolitan Planning Organizations. 81.85% Federal Highway Administration Funds and 18.15% SEMCOG Funds.

**Commitment Level:** The cost of this project is based on the federally approved Unified Work Program (UWP) for each Metropolitan Planning Organization (MPO) statewide. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The cost of projects is based on the budgeted amount in the current UWP for each MPO and is expected to be completed in the fiscal year for which it is approved.

**Risk Assessment:** Failure to comply with federal law and regulations as cited above could result in the decertification of Metropolitan Planning Organizations and the inability to spend millions of dollars for transportation planning activities throughout the state.

**Cost Reduction:** Cost of planning activities is negotiated by the local agency/MPO, review and concurrence is done at the state level and approval is done at the federal level. The cost of this planning activity/equipment is commensurate with the overall budget for the local planning agency for the fiscal year.

**New Project Identification:** These are on-going project agreements for transportation planning administrative grants.

**Zip Code:** 48226.

75. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z34) issued under Master Agreement (2003-0009) between MDOT and Southeast Michigan Council of Governments (SEMCOG) will provide for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. This authorization will be in effect from July 1, 2004, through June 30, 2005. The authorization amount will be \$1,442,530. The term of the master agreement is October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Transit Administration Funds (Section 5303) and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** In compliance with Title 23 Sections 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53 Sections 5303 and 5313, a Metropolitan Planning Organization is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments for the carrying out of transportation planning activities.

**Benefit:** Will provide funding and facilitate in the undertaking of transportation planning efforts and activities at the local and regional levels.

**Funding Source:** Dedicated federal funds that must be passed through by federal regulations cited above to Metropolitan Planning Organizations. 80% Federal Transit Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The cost of this project is based on the federally approved Unified Work Program (UWP) for each Metropolitan Planning Organization (MPO) statewide. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The cost of projects is based on the budgeted amount in the current UWP for each MPO and is expected to be completed in the fiscal year for which it is approved.

**Risk Assessment:** Failure to comply with federal law and regulations as cited above could result in the decertification of Metropolitan Planning Organizations and the inability to spend millions of dollars for transportation planning activities throughout the state.

**Cost Reduction:** Cost of planning activities is negotiated by the local agency/MPO, review and concurrence is done at the state level and approval is done at the federal level. The cost of this planning activity/equipment is commensurate with the overall budget for the local planning agency for the fiscal year.

**New Project Identification:** These are on-going project agreements for transportation planning administrative grants.

**Zip Code:** 48226.

76. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z8) issued under Master Agreement (2003-0021) between MDOT and the Southwestern Michigan Commission will provide for implementation of the Heritage Route Corridor management plan for M-22. This project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors, economic activities, and new businesses and to provide a vision for the future. This authorization will be in effect from the date of award through September 30, 2004. The authorization amount will be \$33,353.82. The term of the master agreement is October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Highway Administration Funds (State Planning and Research) and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** In compliance with Title 23 Sections 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53 Sections 5303 and 5313, a Metropolitan Planning Organization is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments for the carrying out of transportation planning activities.

**Benefit:** Will provide funding and facilitate in the undertaking of transportation planning efforts and activities at the local and regional levels.

**Funding Source:** Dedicated federal funds that must be passed through by federal regulations cited above to Metropolitan Planning Organizations. 80% Federal Highway Administration Funds (State Planning and Research) and 20% State Restricted Trunkline Funds.

**Commitment Level:** The cost of this project is based on the federally approved Unified Work Program (UWP) for Metropolitan Planning Organizations (MPO) statewide. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The cost of projects is based on the budgeted amount in the current UWP for each MPO, and the work is expected to be completed in the fiscal year for which it is approved.

**Risk Assessment:** Failure to comply with federal law and regulations as cited above could result in the decertification of the Metropolitan Planning Organizations and the inability to spend millions of dollars for transportation planning activities throughout the State.

**Cost Reduction:** Cost of planning activities is negotiated by the local agency/MPO.

Review and concurrence are performed at the state level, and approval is given at the federal level. The cost of this planning activity/equipment is commensurate with the overall budget for the local planning agency for the fiscal year.

**New Project Identification:** These are on-going projects for transportation planning administrative grants

**Zip Code:** 49022.

77. \*TRANSPORTATION PLANNING – Revise Services, Extend Term

Amendatory Contract (2003-0229/A1) between MDOT and the Chippewa County Road Commission (CCRC) will revise the scope of services to allow for a change in the specific shipwrecks to be researched, which will provide for safer diving conditions and greater use of live divers to better serve documentation efforts, and will extend the contract term by ten months. The time extension is needed because delays in awarding the original contract resulted in the CCRC being unable to use the summer months of 2003 for project field work as originally scheduled. The original contract provides for archaeological research and documentation of several historic shipwrecks located in the Whitefish Point Underwater Preserve. The revised contract term will be August 25, 2003, through November 30, 2005. The total contract amount remains unchanged at \$300,000. Source of Funds: Federal Highway Administration Funds - \$225,000; CCRC Funds - \$75,000.



**Purpose/Benefit Case:** To provide for archaeological research and surveying documentation, and public museum exhibition of resultant data from several shipwrecks located within the Whitefish Point Underwater Preserve. Authorized by TEA-21 and performed under Section 106 of the National Historic Preservation Act, this is a transportation enhancement-funded project under the category "Historic Resource Surveys and Archaeological Planning Research/Interpretation of Archaeological Sites."

**Benefit:** Will document historic shipwrecks while refining methods in underwater archaeology and resource documentation/preservation; will create direct public access to local museum exhibits, illustrations, and booklets about Michigan's underwater historic archaeological resources at Whitefish Point; will promote tourism/economic development.

**Funding Source:** Federal TEA-21, Transportation Enhancement Funds - \$225,000; Local Match (Chippewa County Road Commission) - \$75,000.

**Commitment Level:** This project budget is estimated with actual costs not to exceed \$225,000.

**Risk Assessment:** The risk of not performing this activity is the potential for destructive processes to further degrade these historical archaeological resources prior to their proper recordation and preservation.

**Cost Reduction:** The Chippewa County Road Commission has accessed its 25 percent match for this project through the use of a cooperating agreement with the Great Lakes Shipwreck Historical Society and its resources as a single source for performance of the work. Cost savings were initially realized by increasing the local match from \$65,000 to \$75,000, with the TEA amount requested revised from \$300,000 to \$225,000.

**New Project Identification:** This is a new research project and not part of any other MDOT undertaking.

**Zip Code:** 49783.

78. TRANSPORTATION PLANNING - IDS Research Services

Authorization (Z2) under Contract (2004-0016) between MDOT and Michigan State University (MSU) will provide for an analysis of threatened, endangered, and special concern species within MDOT's right-of-way on a statewide basis. This information will identify known species and their habitats statewide. This information will be used for project planning and to protect these species throughout established protected areas. This information will be presented in the new Redbook Protection Manual, which will be distributed statewide to all MDOT Region and TSC offices. This authorization will be in effect from date of award through September 30, 2005. The authorization amount will be \$75,000. The contract term is October 14, 2003, through October 13, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** This project will provide for an analysis of the threatened, endangered, and special concern (T/E/SC) species within MDOT right-of-ways on a statewide basis. This information will provide MDOT with a definitive analysis of the T/E/SC species and their habitats as they are distributed throughout the right-of-ways. This information will be used to protect these species through the establishment of protected areas with active management/maintenance plans. The protection of these species within the right-of-way is mandated by state and federal endangered species legislation. This project will also provide fully revised and updated Redbook Protection Manuals (Redbook); current versions are over fifteen years old. The Redbook is an excellent planning and maintenance tool used throughout MDOT's Region and TSC offices to evaluate projects and maintenance for potential endangered species impacts. Having current information in an easy to use format is the key to lowering endangered species evaluation times, impacts, and associated costs for every project. This project will eliminate unnecessary records from the database and will further redefine those species that remain. By the end of the project, MDOT will be able to integrate a portion of these sites (100-120) into the redesigned Redbook. This will bring these locations under protection within the current Redbook stewardship program as developed by MDOT.

**Benefit:** Will provide high quality endangered species project clearance for all MDOT projects (approximately 6500/year) in the fastest time possible; will provide the proper protection of these species and their habitats as mandated by state and federal laws; will provide for performance of stewardship activities for the species and their habitats when possible; and will provide required individuals throughout MDOT with a copy of the Redbook to use as a planning and maintenance tool with regard to potential T/E/SC species impact evaluation.

**Source of Funds:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** This authorization is on an actual cost basis.

**Risk Assessment:** Not conducting this project could jeopardize compliance with state and federal laws. Violation of these laws is subject to penalties under the state and federal endangered species acts.

**Cost Reduction:** The cost was not negotiated.

**New Project Identification:** This is a new project.

**Zip Code:** 48909.

79. TRANSPORTATION PLANNING - IDS Research Services

Authorization (Z3) under Contract (2004-0016) between MDOT and Michigan State University (MSU) will provide for development of written protocol for the natural community site assessment of rare, threatened, and endangered species. This will streamline the endangered species clearance process. The guide will be utilized by MDOT personnel and private consultants in conducting site assessments at MDOT project sites. This authorization will be in effect from date of award through September 30, 2005. The authorization amount will be \$49,983. The contract term is October 14, 2003, through October 13, 2006. Source of Funds: 100% Federal Highway Administration Funds.

**Purpose/Business Case:** A written protocol will be developed to guide MDOT personnel and private consultants in conducting listed species and natural community assessments for MDOT project sites. The guidelines will evaluate the potential for listed species to be present at proposed project sites; appropriately determine the presence or absence of species and communities at sites; assess existing and potential threats to listed species and communities during all project phases; and document occurrences of listed species in a consistent manner. All phases of MDOT projects will be addressed by the protocol. This will allow MDOT personnel and private consultants to proactively evaluate and address listed species issues for sites in a consistent and efficient manner and will help facilitate the environmental clearance process. This guide will also assist MDOT in complying with the state and federal endangered species regulations as they relate to our construction and maintenance activities.

**Benefit:** This protocol and process will help to streamline the endangered species clearance process by allowing MDOT personnel to more proactively evaluate and address endangered species issues at all project stages. Using the program guidelines, MDOT personnel and private consultants will be able to collect and process information more efficiently and consistently, as required by the regulatory agencies. This will allow MDOT to meet the requirements of the state and federal clearance processes in a timely manner. The protocol will also help to reduce errors generated from faulty or inconsistent methodologies. The information will contribute to greater efficiency in future reviews involving the same or similar sites. The development and use of the protocol will provide the regulatory agencies with the required confidence in MDOT's endangered species clearance process.

**Funding Source:** 100% Federal Highway Administration Funds.

**Commitment Level:** This is an actual cost amendment.

**Risk Assessment:** Not developing this protocol would cause delays in environmental project clearance, as the process currently is handled inconsistently. This problem is further compounded when we use a consultant to perform this role and we are unable to give them precise project methods to avoid clearance problems and delays.

**Cost Reduction:** The cost was not negotiated.

**New Project Identification:** This is a new project.

**Zip Code:** 48909.

80. TRANSPORTATION PLANNING - IDS Cultural Resource Studies

Contract (2004-0318) between MDOT and Louis Berger & Associates, Inc., will provide for cultural resource studies to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through five years. The maximum contract amount will be \$1,000,000, and the maximum amount of any authorization will be \$200,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

81. TRANSPORTATION PLANNING - IDS Cultural Resource Studies

Contract (2004-0319) between MDOT and Commonwealth Cultural Resources Group, Inc., will provide for cultural resource studies to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through five years. The maximum contract amount will be \$1,000,000, and the maximum amount of any authorization will be \$200,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff  
Director

## SUPPLEMENTAL AGENDA

### DEPARTMENT OF TRANSPORTATION

#### TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: June 9, 2004 – North Central Conference Room,  
4<sup>th</sup> Floor, Treasury Building, 3:30 PM  
State Administrative Board Meeting: June 15, 2004 - 1921 Department of Conservation Room,  
7<sup>th</sup> Floor, Mason Building, 11:00 AM

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### SUBCONTRACTS

- E.T. MacKenzie**                                      **Road Replacement**                                      **\$ 75,000**  
**4248 West Saginaw Highway**  
**Grand Ledge, MI 48837**

**Retroactive** approval is requested to authorize the City of Lansing to award a subcontract for lane replacement on Howard Street in Ingham County. This state trunkline consists of three lanes with a high volume of traffic. The City received special funds for a sewer separation project on two of the lanes. The third lane was in poor condition, and heavy equipment traffic during repair of the other two lanes further damaged it, making it unsafe for travel by motorists. To correct this problem, the City of Lansing has agreed to pay \$100,000 of the costs to fix the third lane and MDOT will be responsible for the remaining \$75,000. Because the contractor is already on site performing the work, the contractor can perform the additional work at a significant cost savings to MDOT. The project was advertised, and five bids were received. The lowest bid was selected. The subcontract will be in effect from June 10, 2004, through September 1, 2004. Source of Funds: State Restricted Trunkline Funds, \$75,000; City of Lansing Funds, \$100,000.

**Purpose/Business Case:** The contract provides for paving of the third lane on Howard Street in Ingham County.

**Benefit:** The pavement at this location is in poor condition. Paving the third lane will provide safer driving conditions for the traveling public.

**Funding Source:** State Restricted Trunkline Funds, \$75,000; City of Lansing Funds, \$100,000.

**Commitment Level:** This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

**Risk Assessment:** The road surfaces at this location have deteriorated. This work will make the road smoother and safer for motorists. If the work is not performed, the roadway would continue to be hazardous for the traveling public.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 48837.

## CONTRACTS

### 2. HIGHWAYS - IDS Maintenance Consultant Services

Authorization (Z1) under Contract (2002-0446) between MDOT and Auto Renewal, Inc., will provide for blast-cleaning of existing steel structures which are currently coated with lead paint. The work items include maintaining traffic and cleaning a total area of 49.3 square meters. The authorization will be in effect from the date of award through June 9, 2005. The authorization amount will be \$38,417. The contract term is June 10, 2002, through June 10, 2005. Source of Funds: 100 % State Restricted Trunkline Funds.

**Purpose/Business Case:** This authorization is for the blast cleaning of existing steel structures coated with lead paint to be repaired by the Statewide Bridge Crew. After heat-straightening repairs have been made by the Statewide Bridge Crew, the repaired area will be painted.

**Benefit:** OSHA requires proper protection in correlation with this type of work on lead-coated structures (Lead 1926.62). MDOT does not have the equipment or trained personnel to perform this work statewide.

**Funding Sources:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** OSHA requires proper protection when performing this type of work on lead-coated bridges (Lead 1926.62). If this work is not performed, the Statewide Bridge Crew could be exposed to an elevated lead level, causing safety concerns.

**Cost Reduction:** The cost is based on a negotiated fixed cost.

**New Project Identification:** This is not a new project. This is for repair of existing steel structures that are structurally deficient and/or have been damaged by high load hits.

**Zip Code:** 48192.

### 3. HIGHWAYS - IDS Maintenance Consultant Services

Authorization (Z1) under Contract (2002-0457) between MDOT and Progress Company will provide for blast-cleaning of existing steel structures which are currently coated with lead paint. The work items include maintaining traffic and cleaning a total area of 18 square meters. The authorization will be in effect from the date of award through June 16, 2005. The authorization amount will be \$26,844. The contract term is June 17, 2002, through June 17, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** This authorization is for blast-cleaning of existing steel structures coated with lead paint to be repaired by the Statewide Bridge Crew. After heat-straightening repairs have been made by the Statewide Bridge Crew, the repaired area will be painted.

**Benefit:** OSHA requires proper protection in correlation with this type of work on lead-coated structures (Lead 1926.62). MDOT does not have the equipment or trained personnel to perform this work statewide.

**Funding Sources:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** OSHA requires proper protection when performing this type of work on lead-coated bridges (Lead 1926.62). If this work is not performed, the Statewide Bridge Crew could be exposed to an elevated lead level, causing safety concerns.

**Cost Reduction:** The cost is based on a negotiated fixed cost.

**New Project Identification:** This is not a new project. This is for repair of existing steel structures that are structurally deficient and/or have been damaged by high load hits.

**Zip Code:** 48192.

4. HIGHWAYS – IDS Design Consultant Services

Authorization (Z3) under Contract (2004-0226) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will provide for the design of a culvert under the bridge structure carrying five lanes of traffic on US-31 and M-51 over Brandywine Creek in Berrien County (CS 11051, JN 79453D). The work items include the preparation of contract plans, bid item quantities, specifications, and special provisions. This authorization will be in effect from the date of award through May 4, 2007. The authorization amount will be \$152,321.01. The contract term is May 4, 2004, through May 4, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** The Special/Emergency Bridge Funding request is for the replacement of a culvert in severely deteriorated, cracked, and undermined condition under the bridge structure on US-31 and M-51 over Brandywine Creek in Berrien County.

**Benefit:** The project will enhance the safety of the public traveling over this structure and will also protect the waterway beneath.

**Funding Sources:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The structure is in extremely poor condition and could result in failure of the functionality if not replaced now.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

**New Project Identification:** This is not a new project. It is the repair of a failing structure.

**Zip Code:** 49120.

5. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2004-5232) between MDOT and Baraga County Road Commission will provide for participation in the construction of the following improvements:

Rehabilitation work along Townline Road from Aura Road southerly to Beesley Road, including base crushing and shaping modified, aggregate base, hot mix asphalt surfacing, aggregate shoulders, drainage improvements, traffic control, pavement markings, and restoration work.

Estimated Funds:

Federal Highway Administration Funds	\$254,400
Baraga County Road Commission Funds	<u>\$ 63,600</u>
Total Funds	<u>\$318,000</u>

STL 07043 - 51649

Agreed to Unit Price Project

**Purpose/Business Case:** To rehabilitate and improve roadway pavement and drainage.

**Benefit:** Improve roadway surface and extend life of pavement.

**Funding Source:** Federal Surface Transportation Program Funds and Baraga County Road Commission Funds.

**Commitment level:** 80% Federal, 20% Baraga County Road Commission Funds.

**Risk Assessment:** Contract required in order for the County to receive these Federal Funds.

**Cost Reduction:** Local agency to perform the work at a cost determined to be at least six (6) percent less than if it were contracted.

**New Project Identification:** Improve existing roadway.

**Zip Code:** 49946.

## LOCAL PROJECTS

Hot mix asphalt paving, hot mix asphalt shoulder base crush and shaping, trenching and curb and gutter work on Rose City Road from East Main Street to Thayer Road in Goodar Township and Hill Township, Ogemaw County.

BIDDER		AS-READ	
Bolen Asphalt Paving, Inc.	\$	503,409.99	3
Rieth-Riley Construction Co., Inc.	\$	618,999.98	7
Katterman Trucking, Inc.	\$	524,159.06	4
M & M Excavating Co., Inc.	\$	638,301.64	8
Champagne and Marx Excavating, Inc.	\$	559,603.37	5
H & D, Inc.			
<b>Cordes Excavating, Inc.</b>	<b>\$</b>	<b>491,740.45</b>	<b>1 **</b>
Pyramid Paving & Contracting	\$	500,825.59	2
Bernie Johnson Trucking, Inc.			
Porath Contractors, Inc.			
L.J. Construction, Inc.	\$	573,327.42	6

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Ogemaw County	20.00	%
Federal Highway Administration Funds	27.00	%
State Restricted Trunkline Funds	53.00	%

**Zip Code:** 48635.



7.	LETTING OF JUNE 04, 2004	ENG. EST.	LOW BID
	PROPOSAL 0406024	\$ 169,076.00	\$ 121,454.70
	PROJECT STUL 11413-74572		
	LOCAL AGRMT. 04-5196	% OVER/UNDER EST.	
	START DATE - JULY 05, 2004		
	COMPLETION DATE - 20 working days		-28.17 %

Hot mix asphalt cold milling and hot mix asphalt resurfacing, machine grading and curb and gutter work on St. Joseph Avenue, in the village of Stevensville, Berrien County.

BIDDER		AS-READ	
Rieth-Riley Construction Co., Inc.	\$	239,469.61	3
<b>Michigan Paving &amp; Materials Co.</b>	<b>\$</b>	<b>121,454.70</b>	<b>1 **</b>
Consumers Asphalt Company	\$	123,265.00	2

### 3 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

### Source of Funds:

74572A		
Federal Highway Administration Funds		81.85 %
Village of Stevensville		18.15 %

**Zip Code:** 49127.

8. LETTING OF JUNE 04, 2004  
 PROPOSAL 0406056  
 PROJECT EDDF 74555-77752  
 LOCAL AGRMT. 04-5233  
 START DATE - JULY 06, 2004  
 COMPLETION DATE - OCTOBER 01, 2004

ENG. EST.	LOW BID
\$ 115,729.38	\$ 134,558.49

% OVER/UNDER EST. 16.27 %

0.9 mi. of cold resurfacing, including trenching, cold  
 milling, hot mix asphalt paving, curb and gutter, and  
 aggregate base. Includes 0.4 mi. of gravel from 146 to 151 ft  
 village limit of Carsonville in the village of  
 Carsonville, Calhoun County.

BIDDER	AS-READ
Saginaw Asphalt Paving Company	\$ 136,045.12 2
<b>Lois Kay Contracting Co.</b>	<b>\$ 134,558.49 1 **</b>
Pyramid Paving & Contracting	\$ 179,092.04 3
L.J. Construction, Inc.	
Pro-Line Asphalt Paving Corp.	

3 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Funding Source:**

77752A	
Village of Carsonville	20.00 %
Federal Highway Administration Funds	80.00 %

**Zip Code:** 48419.

## STATE PROJECTS

- |    |                                      |               |                      |
|----|--------------------------------------|---------------|----------------------|
| 9. | LETTING OF JUNE 04, 2004             | ENG. EST.     | LOW BID              |
|    | PROPOSAL 0406068                     | \$ 635,864.32 | \$ <b>662,940.00</b> |
|    | PROJECT STH 50111-73787-2            |               |                      |
|    | LOCAL AGRMT.                         |               | % OVER/UNDER EST.    |
|    | START DATE - JULY 06, 2004           |               |                      |
|    | COMPLETION DATE - SEPTEMBER 10, 2004 |               | 4.26 %               |

3.68 mi of bullnose guardrail removal, shoulder widening, new median guardrail, and approach terminal replacement on I-94 at M-59 (Rosso Highway) northeasterly to 23 Mile Road in the township of Chesterfield, Macomb County.

BIDDER		AS-READ	
J. Slagter & Son Construction Co.	\$	993,046.58	4
Snowden, Inc.	\$	863,949.25	3
John Carlo, Inc.			
Nationwide Fence & Supply Company	\$	818,306.50	2
<b>Tri-Valley Landscaping, Inc.</b>	<b>\$</b>	<b>662,940.00</b>	<b>1 **</b>
J & J Contracting, Inc.			

## 4 Bidders

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pat tern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

73787A

Federal Highway Administration Funds	90.00 %
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State Restricted Trunkline Funds	10.00 %
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**Commitment Level:** The contract cost is not fixed. It is based on the engineers best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**New Project Identification:** Reconstruction.

**Zip Code:** 48047.



11.	LETTING OF JUNE 04, 2004	ENG. EST.	LOW BID
	PROPOSAL 0406090	\$ 632,069.52	\$ 585,959.50
	PROJECT STE 09031-72257		
	LOCAL AGRMT.	% OVER/UNDER EST.	
	START DATE - JULY 12, 2004		
	COMPLETION DATE - SEPTEMBER 18, 2004		-7.30 %

0.475 mi of articulating concrete mattresses, tri-lock concrete block system, and gabion baskets for erosion control on M-13 from P.O.B mile point 0.550 to P.O.E. mile point 0.836 and P.O.B mile point 5.457 to P.O.E. mile point 5.646 in the townships of Portsmouth and Zilwaukee in Bay and Saginaw Counties.

BIDDER		AS-READ	
C.A. Hull Co., Inc.	\$	755,145.20	4
L. W. Lamb, Inc.			
J. Slagter & Son Construction Co.			
Milbocker and Sons, Inc.			
Fisher Contracting Company	\$	759,680.00	5
Bourdow Trucking Company	\$	669,043.73	3
Hardman Construction, Inc.	\$	649,141.40	2
Rohde Brothers Excavating, Inc.	\$	855,939.00	6
Stein Construction Co., Inc.	\$	996,189.00	7
Gerace Construction Company, Inc.			
E.T. MacKenzie Company			
Miller Development, Inc.			
Davis Construction, Inc.			
Anlaan Corporation			
Prince Bridge & Marine, LTD			
<b>Heystek Contracting Inc.</b>	<b>\$</b>	<b>585,959.50</b>	<b>1 **</b>
J.E. Kloote Contracting, Inc.			

7 Bidders

**Purpose/Business Case:** The Transportation Enhancement Program is included in TEA-21, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

**Benefit:** Allows cities, villages, counties, MDNR, and MDOT to use a source of Federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

**Funding Source:**

72257A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineers best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** Loss of Federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

**Cost Reduction:** Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

**New Project Identification:** New Construction.

**Zip Code:** 48708.



**Cost Reduction:** Reduced roadway maintenance costs.  
**New Project Identification:** Rehabilitation.  
**Zip Code:** 48611.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff  
Director